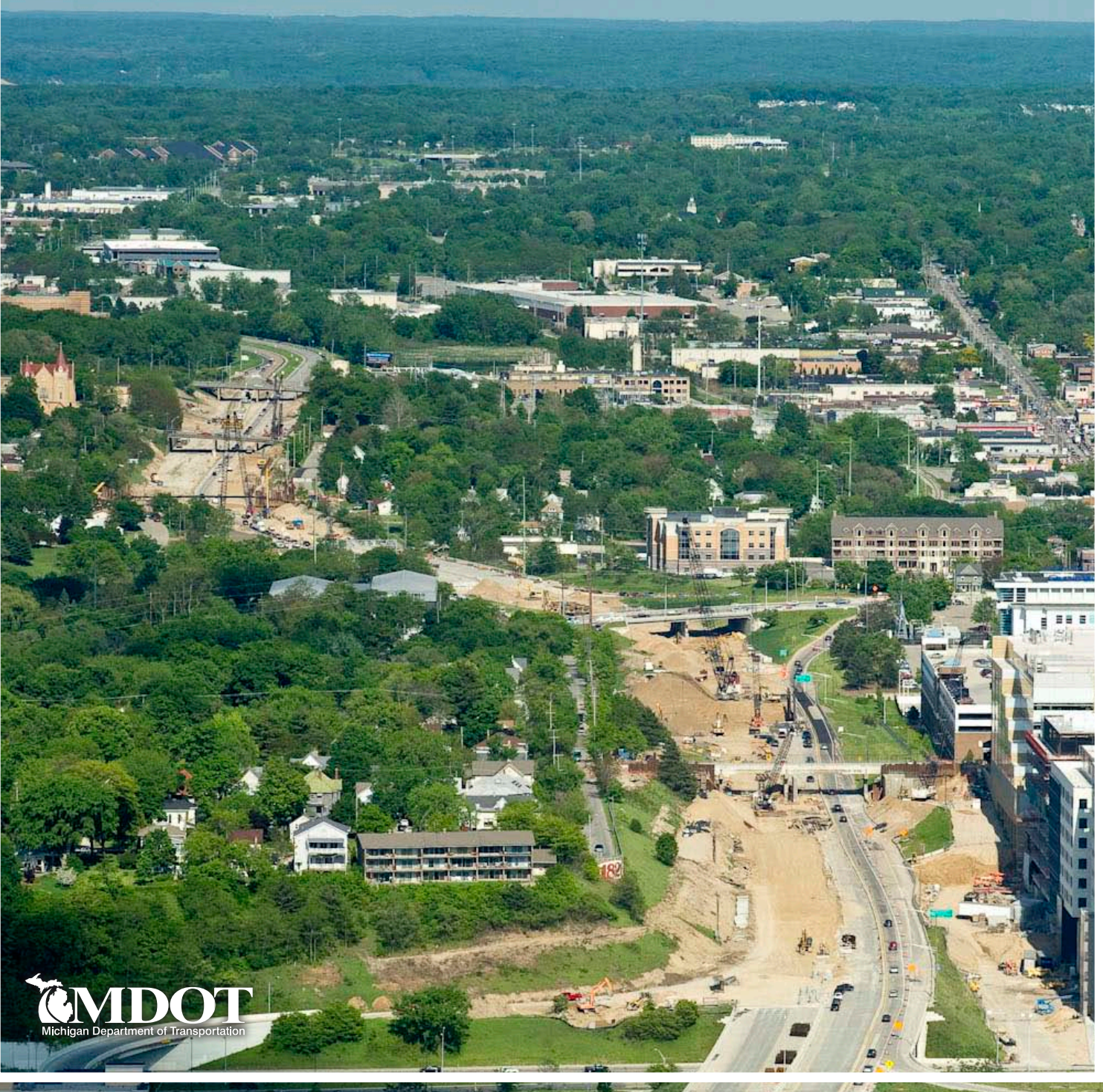


MICHIGAN DEPARTMENT OF TRANSPORTATION

2012-2016 FIVE-YEAR TRANSPORTATION PROGRAM

PRELIMINARY DRAFT (*SUBJECT TO CHANGE*)

NOVEMBER 17, 2011



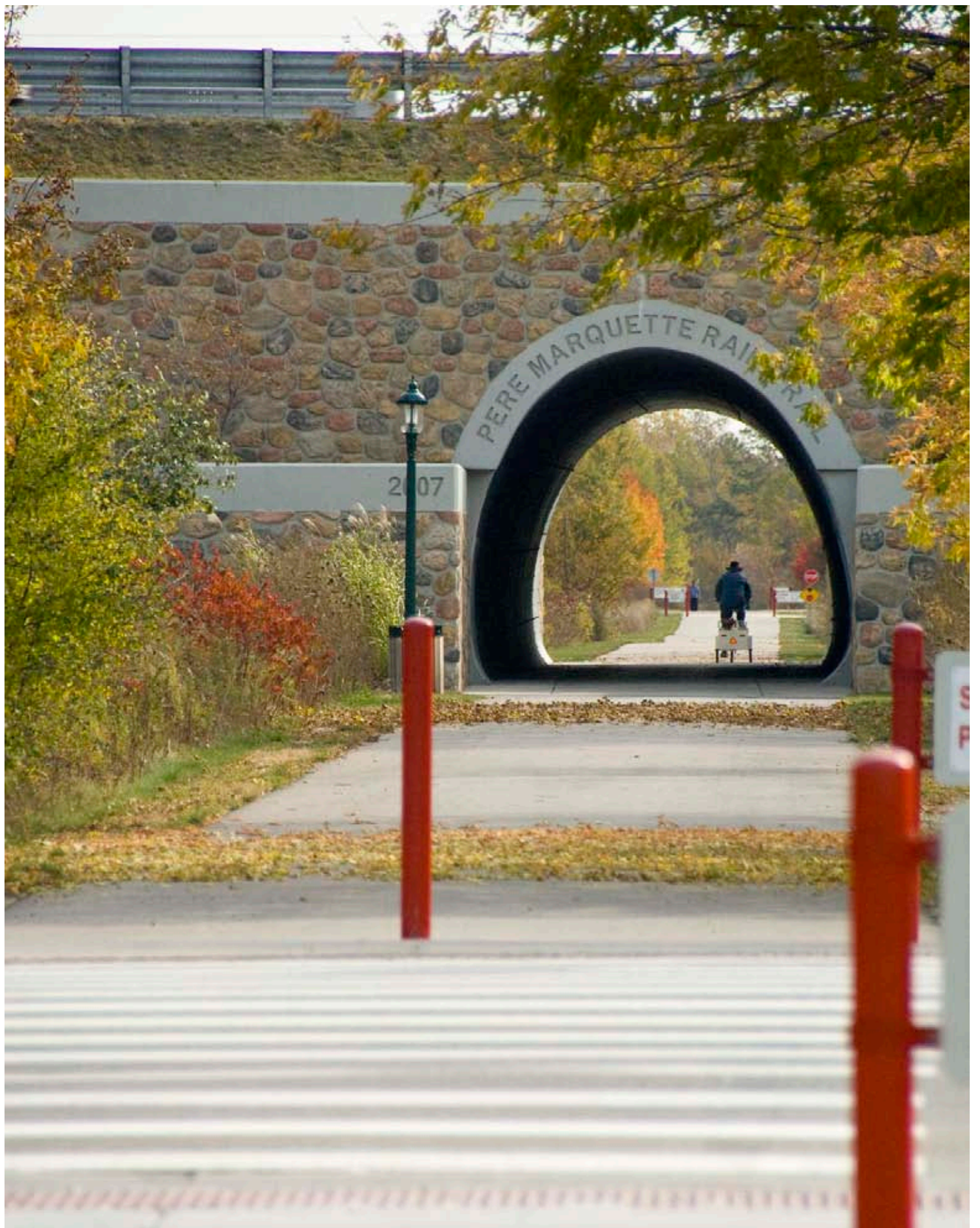


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REINVESTING IN TRANSPORTATION

Jobs and economic growth depend on a modern, efficient and safe transportation system.

For manufacturing, agriculture, tourism and other industries to grow and create jobs, Michigan needs to reinvest in all modes of transportation: roads and bridges, bus and rail, aviation and ports.

Roads and bridges are the lifeblood of Michigan commerce. Although Michigan is a national leader in managing its transportation assets for the long term, the overall condition of the state's road and bridges will deteriorate quickly without reforms and an influx of new revenue.

At the same time, rapid and reliable bus service is vital for people to get to their jobs. That's why so many job providers support transit services. Commuter rail and accelerated rail can help revitalize cities by attracting young people who are urban-based and want mobility without a car.

Modern airports are gateways to Michigan and foster international trade. Ports help move goods inexpensively through the Great Lakes, and support job opportunities such as renewed mining and the timber industry in the Upper Peninsula.

Reinvesting in transportation will build a foundation for reinventing Michigan's economy. The results will be new growth, job creation and an economic future for Michigan children.

The 2012-2016 Five-Year Transportation Program is a road map to enhancing all of Michigan's transportation assets. It is the Michigan Department of Transportation's plan to create the greatest value from available funds. The goal is to preserve and maintain a comprehensive transportation system that moves people and goods efficiently, reliably and safely.

New performance measures on MI Dashboard will help gauge progress in improving Michigan's transportation system. Following is a description of these new measures.



MI DASHBOARD

In January 2011, Governor Snyder introduced MI Dashboard, a Web-based service to provide the public with a measure of the state's performance. On October 26, 2011, infrastructure performance measures were added in several key areas: Economic Growth, Safety, Condition, Accountability, and Mobility. These measures will provide

the public with measures of the state's performance on important infrastructure-related measures. The measures will be updated regularly as a report to the public on the effects of the infrastructure investment. Updates can be viewed at <http://www.michigan.gov/midashboard>.



THE FOLLOWING IS A BRIEF SYNOPSIS OF EACH MEASURE AND HOW EACH WILL BE UTILIZED TO TRACK PERFORMANCE FOR MICHIGAN CITIZENS.

ECONOMIC GROWTH

(Link to Dashboard Measures for Economic Growth)

Three measures selected for MI Dashboard play a part in economic growth of our state: commercial traffic per vehicle miles traveled, rail freight service, and land border crossings. The commercial vehicle miles traveled tracks the vehicle miles traveled on Michigan roads. An efficient highway system in good condition plays an integral role in supporting the economy of the state. Similarly, total freight in tons moved in and out of Michigan and the dollar value and percent of total U.S. trucking trade traffic at the international borders will provide a method of measuring economic health. These trade routes across borders and across state lines provide opportunities for Michigan businesses and opportunities for added economic growth.

SAFETY

(Link to Dashboard Measures for Safety)

Two safety measures on MI Dashboard represent important data related to crashes. Annual traffic crashes with serious injuries and/or fatalities and the number of injuries and fatalities in work zone areas will be measured as part of MI Dashboard. These statistics also are reported as part of the Michigan Strategic Highway Safety Plan. Economic loss due to traffic crashes in Michigan is estimated over \$10 billion. Impacts on local communities relating to medical costs, lost wages, insurance costs, taxes, police, fire and emergency services, legal and court costs, as well as property damages, are all significant.

ACCOUNTABILITY

(Link to Dashboard Measures for Accountability)

MI Dashboard also creates measures for citizens to ensure that government is accountable for taxpayer investment, reporting the percentage of transportation projects delivered on-time and on-budget. Citizens depend on system reliability, and delivering projects on-schedule minimizes disruptions to travel and the associated costs of delays.

CONDITION

(Link to Dashboard Measures for Condition)

Michigan's road and bridge condition affects citizens, businesses, and tourists, and potentially affects future economic development for the state. Rough roads increase the cost of owning a car through increased costs for vehicle maintenance. It is expensive to improve the pavement condition once "good" condition drops to "poor" condition. Costs for these improvements are four to five times greater than returning a "fair" condition road to "good" condition.

The Pavement Surface Evaluation and Rating (PASER) system condition rating will be utilized to report on all of the roads in Michigan, trunkline and local, on MI Dashboard. The PASER rating is a visual survey of the surface condition of the pavement by transportation professionals. It rates the condition of the pavement from 1 to 10. The percent of pavements rated as "good" or "fair" will be reported for this measure (pavements rated 5 and above.)

Bridges also are a critical element of the transportation system. The measure selected for MI Dashboard is the percent of state and locally owned structurally deficient bridges. A designation of "structurally deficient" makes a bridge eligible for federal aid. Structurally deficient bridges have one or more elements needing updating or repair, but are not unsafe.

MDOT has traditionally used an additional pavement measure to rate trunkline roads. The measure of remaining service life of the pavement is an engineering perspective on how long the pavement will last. MDOT utilizes this measure to determine when pavement replacement is needed. It is discussed in the "Performance Management and System Condition" section and also is available at http://www.michigan.gov/documents/mdot/MDOT-Performance_Measures_Report_289930_7.pdf.

MOBILITY

(Link to Dashboard Measures for Mobility)

- **Passenger Air Service In/Out of Michigan** – Economic development is an integral part of improving Michigan's economy. Increasing air travel to Michigan supports businesses and individuals that want to locate and invest in our state. An important measure of air travel is the change in ridership over a period of time. The goal is to increase ridership on an annual basis.
- **Passenger Rail Service** – Preserving/developing existing intercity passenger rail transportation services benefits the public by diversifying the transportation network, increasing safety by relieving congestion on the highway infrastructure and providing reduced emissions over the other modes of travel. An important measure to ensure Michigan continues to receive these benefits is to maintain current trip service and ridership consistent with or better than 10 percent of national trends.
- **Traffic Incident Management** – Traffic incidents, such as motor vehicle crashes, disabled vehicles and other occurrences, impede traffic flow and cause delays. Striving to clear 75 percent or better of the incidents in less than two hours helps mitigate the traffic delays resulting from such incidents.
- **Local Bus Service** – Local bus services are measured by the percent change in annual passenger trips annually for Michigan and the U.S. Local bus service is part of the state's transportation infrastructure, and provides essential mobility for those who cannot or choose not to operate or own a car. The majority of local bus trips are to help Michigan residents meet basic needs, such as getting to work, school, medical appointments or the grocery store.



OTHER IMPORTANT MEASURES

MI Dashboard draws upon many of the measures MDOT already uses in its investment and programming decisions. However, there are some differences between MI Dashboard and internal MDOT measures. For example, MI Dashboard looks at the transportation system as a whole, including measures of both local roads and state-controlled roads (also known as “state trunkline”.) For the Five-Year Transportation Program, MDOT focuses solely on the condition of the trunkline road and bridge infrastructure that it is directly responsible for.

MDOT has been actively implementing performance-based program development and asset management since 1997, when the State Transportation Commission (STC) established state trunkline pavement and bridge goals. MDOT measures were expanded to include internal performance measures several years ago relating to the trunkline infrastructure and multi-modal facilities. These measures have been historically reported in the Five-Year Program.

MDOT uses these performance standards and measures to guide and evaluate its annual investment in the transportation system. Many of the measures MDOT uses to determine the condition of the transportation system are presented in the department’s Web-based Transportation System Condition Report, which is updated twice a year.

HIGHWAY AND MULTI-MODAL PROGRAM MEASURES INCLUDE:

- ◉ Trunkline Pavement Condition based on:
 - Sufficiency Surface
 - International Roughness Index
 - Remaining Service Life
- ◉ Freeway Bridge Condition
- ◉ Non-Freeway Bridge Condition
- ◉ Structurally Deficient Bridges
- ◉ Reduce Crash severity on:
 - All Roadways, Statewide
 - State trunkline
 - Local roads
- ◉ Carpool Parking Lot Pavement Condition
- ◉ Rural Intercity Bus Access
- ◉ Condition of the Rural Transit Fleet
- ◉ Tier 1 Airport Pavement Condition
- ◉ Trunkline Railroad Crossings Condition

For information about these measures and others, including the standard and current condition ratings, please see our Transportation System Condition report at http://www.michigan.gov/documents/mdot/MDOT-Performance_Measures_Report_289930_7.pdf.



FIVE-YEAR TRANSPORTATION PROGRAM PROCESS

The Five-Year Transportation Program is an essential part of the governor's plan for economic growth for Michigan and includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. Investments in all of these transportation modes provide important jobs to the Michigan economy, accessibility to urban and rural development, improved safety and efficiency of the transportation network, and enhanced quality of life for Michigan's citizens.

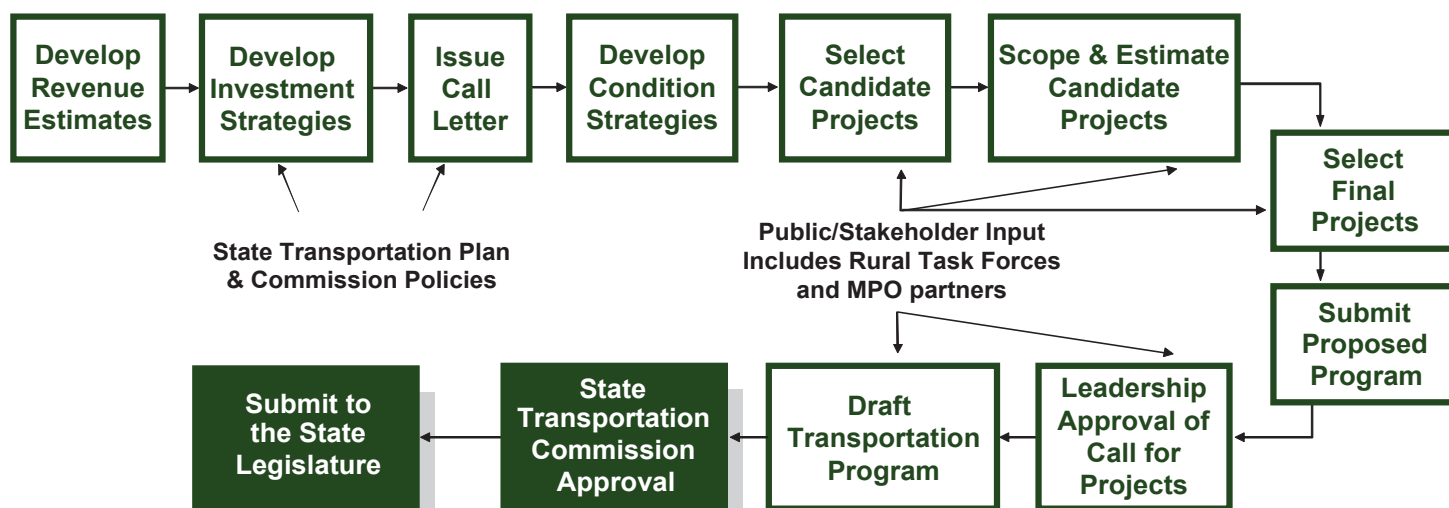
The highway portion is a rolling program; each year, the first year is dropped and a new fifth year is added and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers, and does not account for those portions delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions. The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and rehabilitation, and preservation of existing service levels.

The Highway Program development process is a yearlong, multi-stage process as shown in the following flowchart.

MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this program to maximize resources. MDOT also will continue to implement processes developed at workshops and stakeholder meetings to incorporate context-sensitive solutions into transportation projects, and hold public input sessions on future Five-Year Transportation programs. MDOT is committed to improving its process of tracking public engagement at the regional level to enhance local communication and follow up with transportation industry partners and the public.

Michigan faces many challenges in delivering sustainable transportation infrastructure improvements and services over the next five years. The most significant challenge is declining state transportation revenue and uncertain federal funding levels. This 2012-2016 Five-Year Transportation Program identifies strategies that efficiently utilize the state and federal funds that we expect to be available over the five-year time frame.

MDOT's Five-Year Transportation Program - Development Process

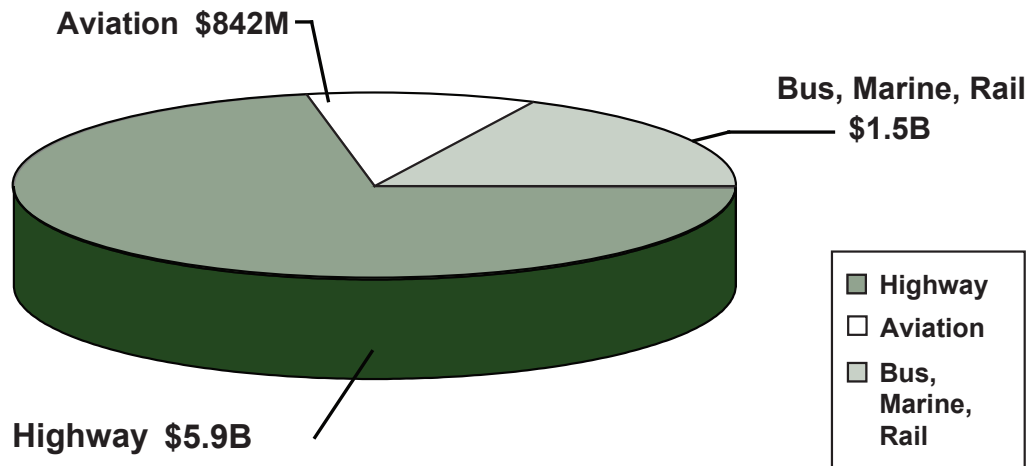


2012-2016 FIVE-YEAR TRANSPORTATION PROGRAM OVERVIEW

This Five-Year Transportation Program invests nearly \$8.25 billion in MDOT's transportation system. This includes five years of investments in the Highway, Aviation, Bus, Rail and Marine programs. Over the five years, \$842 million will be invested in the Aviation Program and

\$1.5 billion will be invested in Bus, Rail and Marine/Port programs. A total of \$5.9 billion (including routine maintenance and Blue Water Bridge Plaza investment) will be invested in the Highway Program over the 2012-2016 time frame. See the following pie chart:

MDOT's Five-Year Transportation Program - Total = \$8.25 Billion



Enhancing economic development by preserving and maintaining a safe transportation system remains MDOT's highest priority. This Five-Year Transportation Program will invest approximately \$4.5 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. The majority of the Multi-Modal Program also will focus on system preservation. Investments in Michigan's transportation system will focus on a comprehensive safety program and increased emphasis on mobility and expanded work zone safety efforts.

The 2012-2016 Five-Year Transportation Program falls short of delivering many of the identified transportation needs across all modes. A comprehensive report on transportation infrastructure needs, "Transportation Solutions: A Report on Needs and Funding Alternatives", was developed in 2008. To learn more about Michigan's transportation infrastructure needs and the funding crisis facing the state's infrastructure, go to http://www.michigan.gov/documents/mdot/MDOT_TF2_Entire_Report_255609_7.pdf.



Each transportation mode is facing revenue challenges at the federal and state levels. There is considerable uncertainty at the federal level, where highway, transit, and aviation programs and funding have been operating under short-term extensions for several years. Policymakers have acknowledged the need for additional revenues to invest in maintaining and improving transportation infrastructure, but have thus far been unable to reach agreement on revenue-generating measures necessary to enact long-term authorizing legislation. Funding for state assistance for passenger rail through the Federal Railroad Administration come from the General Fund, and is even more uncertain in the near future, given the intense focus by policymakers to reduce the federal deficit. State revenues have been flat or declining in the past several years. Current revenues are insufficient to meet program needs, such as preservation of roads and bridge conditions and continuation of transit services and bus replacement. The following section details the revenue assumptions utilized for each program. These federal and state assumptions are subject to change.

HIGHWAY PROGRAM REVENUE ASSUMPTIONS

Federal surface transportation programs and funding continue to be authorized under legislation known as SAFETEA-LU, which was enacted in August 2005 and expired at the end of 2009. Congress has made little progress in advancing long-term legislation to replace SAFETEA-LU and has thus far enacted a series of extensions to keep transportation programs operating and funded. Prospects for congressional action on legislation to replace SAFETEA-LU remain uncertain. The biggest obstacle to quick action on legislation remains the issue of funding. Federal investments in transportation infrastructure exceed revenue generated by user fees. The gap between revenue and investments has been bridged for the past several fiscal years by using federal general fund revenues. Until Congress can reach an agreement on how to place the finances of the federal transportation program on more solid footing, progress on replacing SAFETEA-LU will likely remain stalled.

The FY 2012-2016 federal-aid revenue estimate is based on the 2009 Federal Highway Administration estimates of federal funding available for Michigan. Federal funding is assumed to remain flat for 2012 and 2013, then increase at an annual average compounded rate of 2 percent in FY

2014-2016. It is projected that \$4 billion in federal funding will be made available to the Highway Capital Program for this Five-Year Transportation Program.

The state revenue estimate is based on MDOT's share of the FY 2012 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future state revenue is forecasted using a long-range forecasting model managed by MDOT's Statewide Transportation Planning Division. It is estimated that \$1.9 billion in state revenue will be available for MDOT's Capital and Maintenance Program. This estimate includes state transportation revenues from the State Trunkline Fund (STF), and bond proceeds to be used to support the Blue Water Bridge (BWB) Plaza Project.

This Five-Year Transportation Program is based on the assumption that all federal aid will be matched. In FY 2012, MDOT will be able to match all available federal aid, with the addition of \$50 million in toll credits that will be utilized as a match for approximately \$280 million in federal funds. For FY 2013-2016 there is a state revenue shortfall of approximately \$75-100 million per year. This equates to a possible annual loss of \$440-600 million in federal revenues. If the New International Trade Crossing (NITC) is approved, the programmatic match would be utilized to close some of the gap in matching federal aid for FY 2013-2016. However, even if the NITC programmatic match is utilized, there will still be a shortfall in the match that will need to be addressed through implementation of budgetary adjustments in order to match federal aid.

FY 2013-2016 ANNUAL SHORTFALL

State Revenue Shortfall	\$75-100 million per year
Federal Aid Lost to MDOT Highway Capital Program	\$440-600 million per year



HIGHWAY PROGRAM INVESTMENT STRATEGY

The STC establishes policies, goals, and objectives that provide the basis for highway funding allocation decisions. MDOT developed an investment strategy process to accomplish the effective usage of financial resources on the state trunkline Highway Capital Program. The process allocates an investment amount to various program categories (bridge, road, safety, etc.) annually based on program improvement strategy, goals and statewide priorities. It sets the level of funding to achieve highway improvement priorities and provides a tool to constrain the overall statewide program against available revenues.

MDOT adopted a pavement preservation formula which allocates funding into its seven regions. The formula weighs four overall factors, including: pavement condition, eligible lane miles for pavement reconstruct and rehabilitation work, usage (average daily traffic volumes) and regional cost. The formula is updated annually with current pavement condition, traffic, cost and eligible lane miles.

Bridge funding is distributed to MDOT's seven regions using the bridge preservation allocation formula. It uses the deck area of bridges in each National Bridge Inventory (NBI) condition state to allocate funds to each MDOT region. Funding is split into investment targets for replacement, rehabilitation and preventive maintenance work.



The table below provides the Highway Capital Program Investments strategy for FY 2012-2016, assuming funds become available to match federal aid. Governor Snyder's October 26, 2011 Special Message on Infrastructure laid out several legislative actions and initiatives specific to transportation which could lead to new investment

strategies. If legislation is passed to implement these new initiatives, the five-year investment strategy for highways laid out in this document will be revisited.

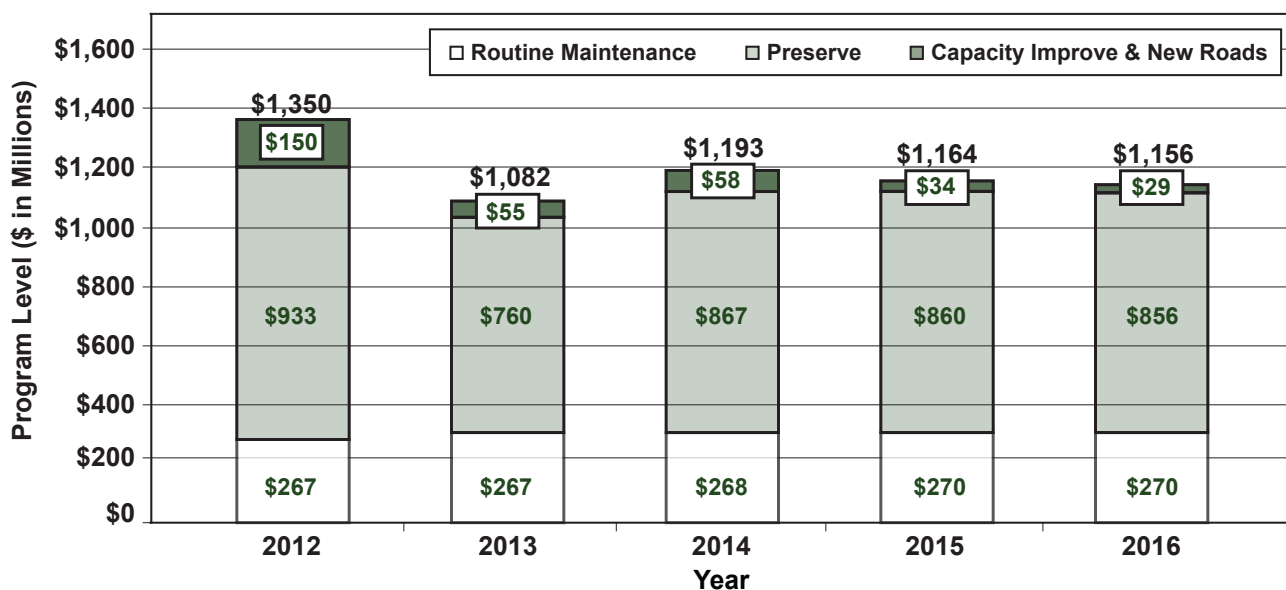
	FY 2012-2016 Annual Average	Five-Year Total
REPAIR & REBUILD ROADS AND BRIDGES		
REPAIR & REBUILD ROADS		
Rehabilitation and Reconstruction	\$336	\$1,683
Capital Preventive Maintenance	\$93	\$465
Total Repair and Rebuild Roads	\$429	\$2,148
REPAIR & REBUILD BRIDGES		
Rehabilitation & Reconstruction	\$123	\$618
Capital and Scheduled Preventive Maintenance	\$29	\$143
Big Bridges	\$31	\$156
Special Needs	\$6	\$30
Blue Water Bridge - Appropriated Capital Outlay Projects	\$3	\$15
Total Bridges	\$192	\$962
Routine Maintenance	\$269	\$1,343
TOTAL REPAIR & REBUILD ROADS AND BRIDGES	\$890	\$4,453
CAPACITY IMPROVEMENT & NEW ROADS		
Capacity Improvements	\$32	\$159
New Roads	\$34	\$168
TOTAL CAPACITY IMPROVEMENT & NEW ROADS	\$66	\$327
SAFETY AND SYSTEM OPERATIONS		
Safety Programs	\$19	\$95
Safety Installations	\$39	\$202
Intelligent Transportation Systems (ITS)	\$13	\$63
Congestion Mitigation and Air Quality (CMAQ)	\$41	\$204
Operations	\$15	\$76
TOTAL SAFETY AND SYSTEM OPERATIONS	\$127	\$640
OTHER		
Federally Funded Programs	\$75	\$373
Non-Federally Funded Programs	\$30	\$149
Total Other	\$105	\$522
TOTAL FIVE-YEAR TRUNKLINE PROGRAM (IN MILLIONS)	\$1,188	\$5,942

The FY 2012-2016 Five-Year Transportation Program estimates investments for the Highway Program total approximately \$5.9 billion. This total reflects investments for pre-construction and construction activities for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. This Highway Program investment will provide Michigan travelers with approximately 120 miles of improved roads per year over the next five years, as well as repairs to 125 bridges per year. MDOT also will manage its road system by extending the life of approximately 1,500 miles of pavement each year through the Capital Preventive Maintenance (CPM) Program. Capacity Improvement and New Roads projects include the M-231 Holland-to-

Grand Haven project, I-96 at Latson Road, US-131 in Constantine, preliminary engineering for I-75 in Oakland County and preliminary engineering and bridge work for the I-94 corridor in Detroit. This document includes a project listing by region for additional projects in major categories. These projects also can be viewed on a state map and regional maps on the MDOT Web site, <http://mdotnetpublic.state.mi.us/fyp/>.

The following graph illustrates the annual Highway Program investments by these program categories over the five-year time frame. The annual investments range from a high of \$1.35 billion in FY 2012 to a low of \$1.08 billion in FY 2013.

Highway Program Investment By Program Category - 2012 – 2016



MDOT ROAD AND BRIDGE PROJECTS LEVERAGE PRIVATE INVESTMENT AND JOBS

MDOT and the Office of Economic Development work to support important projects that create or retain jobs in Michigan. This collaboration results in transportation improvements that help to leverage private investment and new jobs in Michigan. In addition, federal funds are leveraged by coordinating proposed international border improvements and state Transportation Economic Development Fund (TEDF) Category A funding with projects on the Five-Year Transportation Program. This includes:

INTERNATIONAL BORDER PROJECTS

- **Blue Water Bridge**
This project will improve the plaza and address border security, vehicle inspection, and toll collection needs at this international border crossing. This project will also make improvements to the I-69 and I-94 corridors in the Port Huron area. Construction of the I-69/I-94 corridor improvements is underway, and the entire project is expected to be completed by 2016. Over 10,000 Michigan businesses and approximately 237,000 Michigan jobs are dependant on trade with Canada.
- **New International Trade Crossing (NITC)**
Formerly known as the Detroit River International Crossing (DRIC), this project is a U.S./Canada, I-75 to Highway 401, end-to-end connection consisting of five principal elements: a new international bridge, the associated inspection areas on each side of the border for the respective border services agencies of the U.S. and Canada, and connecting links to I-75 in Detroit and Highway 401 in Windsor. The Governor continues to work with the state Legislature to craft legislation that will allow for tolling and to permit this project to proceed as a Public Private Partnership (P3). The NITC is expected to generate as many as 10,000 direct construction jobs over a five-year construction time frame. In addition, the project is expected to attract and/or retain approximately 25,000 jobs over the next 30 years.

TRANSPORTATION ECONOMIC DEVELOPMENT FUND PROJECTS

- **Winston Road over US-31, near the village of Rothbury, in Oceana County.** In conjunction with a village/county road commission project in support of Rothbury Steel, the Grand Region will receive \$1,220,000 in Category A funds to reconstruct the bridge, and another \$328,000 to reconstruct the bridge approaches for the Oceana County Road Commission. Rothbury Steel is reopening a closed foundry in the village. The grant will help leverage \$13 million in private investment and the creation of 300 new jobs at the facility.
- **Ecorse Road over I-275 in Wayne County.** In conjunction with Wayne County DPS projects near the interchange, the Metro Region will perform a deep overlay on the bridge over I-275 and repair all four ramps. The region received nearly \$879,000 in support of General Electric's \$100 million investment at Visteon Village, which supports the creation of 1,000 new jobs to Michigan.
- **M-35 in Marquette County.** In addition to grant funding to the Marquette County Road Commission, the Superior Region will receive nearly \$771,000 to realign the intersection of M-35 at CR-492 and add a turn lane at the entrance to the Empire Mine. These projects are in support of the new Michigan Iron Nugget development, which will generate 114 new jobs and \$280 million in private investment.
- **M-50 in the city of Charlotte, in Eaton County.** In an effort to help bring new investment and jobs to Spartan Motors, the University Region will receive \$2,160,000 in Category A funds to reconstruct and widen M-50 between I-69 Business Loop and I-69. Spartan Motors is investing an additional \$5.1 million in their facilities, which will result in the creation of 450 new jobs.

PUBLIC TRANSPORTATION REVENUE ASSUMPTIONS (BUS, RAIL, FREIGHT)

MDOT's FY 2012-2016 MULTI-MODAL PROGRAM INCLUDES TWO MAIN AREAS: PUBLIC TRANSPORTATION PROGRAMS AND AVIATION.

PUBLIC TRANSPORTATION FEDERAL REVENUE ASSUMPTIONS

As stated in the Highway portion of this document, SAFETEA-LU expired at the end of FY 2009. However, Congress has been passing continuing resolutions and it appears this will continue until a new program can be enacted. Since it is not possible to predict the results of reauthorization for this Five-Year Program, federal revenues are estimated to be a continuation of FY 2011 federal apportionments, with no increases projected over FY 2012-2016.

The federal revenues that support CTF-funded programs differ from mode to mode:

LOCAL TRANSIT

For the local transit portion of the Public Transportation Program, federal funds include both annual apportionments and congressional earmarks to MDOT, as well as to rural transit agencies for which MDOT must be the funding recipient. Any discretionary grant awards made by Congress and/or federal agencies add to the total size of the program, and, as such, the program size can vary significantly year to year. The Federal Transit Administration (FTA) also has begun distributing more capital funds via national competitive programs, with each program having a unique purpose. Since it is unknown what Michigan's success rate will be under the various competitive grant programs, MDOT cannot project with any certainty the amount of federal revenues.

It is important to note that over 80 percent of the federal transit revenues go directly to transit agencies and are not reflected in MDOT's program; thus, when state funds are not available to match federal funds, the full impact is not detailed in this Five-Year Program document. The impact is largely on the local programs that are dependent on state revenues to access federal funds. The magnitude and direct link between a shortfall in state revenues and loss of federal funds may not be reflected in this program, but it must be clearly understood that the impacts are significant.



RAIL

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 was signed into law on Oct. 16, 2008. This act provides the mechanism for future federal funding of passenger rail programs on a competitive basis. There was no new funding made available under the FY 2011 PRIIA program. MDOT will compete for federal funding under PRIIA during this five-year period when federal funding is made available. Federal funding under this program generally requires 20 percent matching funds. If state revenues are not sufficient to meet the match requirements, this federal funding would be lost.

Dedicated federal aid and Michigan Transportation Fund (MTF) money that support motorist safety at railroad crossings on local roads, included as part of the Rail and Port Program, are expected to continue at current levels during this five-year period. Other than very infrequent earmarks, no federal funding is anticipated for other freight rail programs.

MARINE

Federal funding for the marine passenger portion of the program is intermittent, based on congressional earmarks and special projects. For the purpose of this program, no federal funding was included in the Marine Passenger Program.

PUBLIC TRANSPORTATION STATE REVENUE ASSUMPTIONS

The Public Transportation Program receives most of its state funding through the CTF. Approximately two-thirds of CTF revenues are from the MTF, which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year and has been diverted to General Fund programs in past years. Neither the distribution of the MTF to the CTF nor sales taxes to the CTF are constitutionally protected. Appropriation levels vary significantly from year to year.

This Five-Year Program is based on continuation (i.e., no growth) of the FY 2012 CTF appropriation levels. MTF contributions to the CTF are expected to remain relatively flat. The payments for debt service for CTF bonding were reduced beginning in FY 2012, which allows for more CTF revenues to be dedicated to program service rather than debt service. A continuation of the FY 2012 level of CTF appropriations is neither sufficient to maintain the current level of service for all CTF programs, nor will it match the federal transportation funds the state expects to receive during this five-year period.



THIS ANTICIPATED SHORTFALL OF STATE REVENUE WILL IMPACT EACH MODE OF THE PUBLIC TRANSPORTATION PROGRAM DIFFERENTLY. THE IMPACT ON EACH MODE IS DESCRIBED BELOW:

LOCAL TRANSIT

Since 2005, state funds have been insufficient to provide a match to all available federal capital money and short-term solutions have been used to preserve the program. For FY 2012, \$16.7 million was appropriated for transit capital of which \$12 million is expected to be used for bus transit. Based on that estimate, a match would be available for \$240 million of the \$693 million available federal bus capital funds over the life of this Five-Year Program. An average of \$91 million a year in routine federal funds could be in jeopardy. Unless transit systems are able to raise local funds to compensate for declining state revenues available for both operating assistance and the federal match, local transit systems will have to reduce services over the next five years.

RAIL

Since the implementation of PRIIA in October 2008, state funds have not been sufficient to provide the match for capital projects selected for funding under this program. Several short-term solutions have been used to prevent the loss of these federal funds to date. MDOT is committed to preserving all existing intercity passenger rail services and enhancing the safety and security of the system. The capital shortfall is estimated to be \$10 million a year, for a total of \$50 million for FY 2012-2016. Throughout this five-year period, state support is expected to continue for a daily round trip service between Chicago and Port Huron (Blue Water) and between Chicago and Grand Rapids (Pere Marquette). However, Section 209 of PRIIA will significantly impact the cost of existing passenger rail services in Michigan by shifting costs for the Wolverine service to the state beginning in FY 2014. The FY 2012 funding level will not be sufficient to accommodate this cost shift. The estimated shortfall for operating for FY 2014-2016 is \$42.6 million.

MDOT also will attempt to respond to any freight rail-related economic development activity, while continuing to focus its efforts on safety and preservation. This Five-Year Program reflects CTF revenue that was restored in FY 2012 over the previous two fiscal years, but does not completely offset past revenue shortfalls. Annual program reductions may be needed if revenues do not support the program.

AVIATION REVENUE ASSUMPTIONS

MDOT anticipates continued budget challenges for its Aeronautics Program in FY 2012. This is primarily due to the uncertainty of Federal Aviation Administration (FAA) reauthorization legislation. The FAA is operating on its 22nd extension at this time, a key factor in the proposed Aviation Capital Investment Program (ACIP) for FY 2012 to be estimated at \$110 million. This is \$14 million less than FY 2011 due to ongoing reductions in FAA funding.

For the planning period, these revenues are projected out at the current level for five years or \$550 million. Project costs under the ACIP are shared on a basis of 95 percent federal, 2.5 percent local, and 2.5 percent state. This plan does not address a change in this formula. However, there would be a significant impact if the federal portion was reduced. This would place an additional burden on state funding, which is appropriated at \$2.5 million per year, or \$10 million over the five-year period. These funds are used almost exclusively to match available federal dollars.

Since 2009, certain statewide programs funded directly from the State Aeronautics Funds (SAF) were suspended or reduced. Those programs include Statewide Pavement Maintenance, Statewide Paint Marking, the All Weather Access Program, and the Air Service Program. In the case of the Pavement Maintenance, Paint Marking and All Weather programs, these projects are now done on the same cost basis as the ACIP. The Air Service Program will likely remain suspended without an increase in SAF revenue during FY 2012 and beyond.



PUBLIC TRANSPORTATION INVESTMENT STRATEGY

MDOT's public transportation program includes local transit, intercity bus, marine passenger, the MichiVan vanpool program, port, freight rail, and passenger rail. The program provides for some combination of capital and operating assistance, technical support, safety oversight and compliance monitoring for each of the modes. This Five-Year Public Transportation Program represents the continuation of a program that has been steadily reduced over a number of years. These reductions are most notable in capital investment and state share of total operating cost. The impact between FY 2012-2016 will likely be noticeable in the condition of the public transportation systems, both in terms of maintenance of the infrastructure and transportation services available.

The total Public Transportation Program for FY 2012-2016 is approximately \$1.46 billion, with an average annual investment of \$293 million. The investment of CTF revenues in the public transportation system is determined by the detailed requirements currently set forth in Act 51 of 1951, as well as the annual appropriations process. Act 51 requires the majority of CTF revenues to be used for local transit. Based on the current structure of Act 51 and current revenue stream, the investments called for in this Five-Year Program are focused heavily on preservation of the existing passenger transportation system. While this current investment plan yields significant economic benefits, Governor Snyder's October 26, 2011 Special Message on Infrastructure laid out several legislative actions and initiatives specific to passenger transportation which could lead to new investment strategies. These new strategies, if enacted, could allow for more strategic investments that will leverage transit-related economic development. If legislation is passed to implement these new initiatives, the five-year investment strategy for passenger transportation laid out in this document will be revisited.

LOCAL TRANSIT

For local transit, the Five-Year Program will focus on the preservation of existing transit services in all 83 Michigan counties via operating and capital assistance. Through this assistance, over 80 percent of Michigan's population is provided access to some form of local transit service. As in prior five-year programs, MDOT will continue its partnership role by providing financial and technical assistance to the public, private and non-profit transit providers who are directly responsible for the service and own the majority of the infrastructure. In each year of the Five-Year Program, MDOT will issue approximately \$200 million in operating, capital and special project contracts to support over 130 local transit providers. State and federal funds issued by MDOT will be focused on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

The majority of state operating assistance is provided as a percentage of eligible costs, with the maximum state share established in Act 51, and is combined with federal and local dollars, including farebox revenue and local millages, to support the operation and maintenance of the local transit network. Each dollar of federal, state and local revenues invested in local transit operations results in a dollar's worth of service being delivered to consumers, specifically over 96 million rides in 2010. However, the benefits extend beyond the service being delivered. In 2010, MDOT estimated that each dollar invested in Michigan transit operations results in \$2.40 in economic output for Michigan communities. Funds available for state operating assistance have not been keeping pace with inflation and, as such, the state's share of operating the local transit systems receive has declined. The majority of state capital assistance is provided as a match to federal capital grants for routine bus replacement, facility renovation and equipment upgrades.



INTERCITY BUS SERVICES

MDOT will continue to use state and federal funds to contract with intercity bus carriers to provide route service that would not otherwise exist; i.e., service that would not be provided by the carrier absent a state subsidy. MDOT also will use state and/or federal funds to enhance the intercity passenger infrastructure, such as funding for construction/maintenance of intercity passenger terminals and motor coaches. These investments help enhance the transportation experience for intercity passengers and help reduce costs for the carriers. State revenues also will fall short of meeting the average annual need to preserve existing intercity bus services and infrastructure. It is uncertain if MDOT will be able to maintain current contracts for intercity bus services over the next five years.

MARINE PASSENGER

The two state-subsidized marine passenger systems will continue to receive operating assistance under the Local Bus Operating Assistance Program in Act 51 to preserve the service they provide. State marine capital funds will be used for infrastructure improvements to maintain the integrity of the system. As with the other passenger programs, the funding for Marine is not keeping up with inflation, which makes it difficult to preserve the system and impossible to meet increased demand.

VAN POOLING

The MichiVan program will be maintained with state, federal and local funds. Demand continues to increase as fuel prices go up, so expansion of the program will be considered as funding becomes available. However, due to stagnant state funding, any increase will likely have to be covered with federal and local funds.

RAIL

Passenger: Federal Passenger Rail Investment and Improvement Act (PRIIA) and matching state and local funds totaling approximately \$450 million, appropriated from FY 2009-2011, will move MDOT forward with Michigan's Accelerated Rail Program on the Chicago-Detroit/Pontiac corridor. Michigan also received additional federal grants through Rail Relocation and American Recovery and Reinvestment Act (ARRA) programs.

Under this Five-Year Program, MDOT will use these state and federal funds to enhance intercity passenger rail services in Michigan. The current Five-Year Program will use this existing funding to acquire the rail segment between Kalamazoo and Dearborn from Norfolk Southern Railway (135 miles) and then rehabilitate the track, signals, and grade crossings, adding train control technology needed to accommodate speeds up to 110 mph. In addition, MDOT will construct a new connection track at West Detroit Junction for intercity passenger rail services, eliminating existing conflicts with passenger/freight congestion. This existing funding will complete station projects, including a renovation in Battle Creek, stabilization work in Jackson, completion of preliminary engineering/environmental work for a new station in Ann Arbor, and building new stations in Dearborn, Troy and Grand Rapids. Beyond the funding provided from PRIIA FY 2009-2011, MDOT has very little ability to fund additional capital improvements in FY 2012-2016.

PRIIA also requires Amtrak to develop an equitable cost-sharing methodology and to shift those costs for all services under 750 miles to states. Amtrak proposes to implement this costing methodology fully by FY 2014. It is uncertain if MDOT's revenues will be able to maintain an operating contract for intercity passenger rail services over the next five years. Services at risk include the Blue Water (Port Huron-Chicago), Pere Marquette (Grand Rapids-Chicago), and Wolverine (Pontiac/Detroit-Chicago) lines. These routes serve 22 station communities, connecting Michigan to Amtrak's national rail network. Decisions on where and when to cut services will be made annually as costs are compared to available revenues. In addition, Michigan may not be able to effectively compete for new federal discretionary grant programs for rail passenger activities.

MDOT also will continue to plan and assist in other passenger rail projects, including commuter and light rail in southeast Michigan.

Freight: MDOT expects to invest \$60.5 million in state-owned line preservation, freight economic development loans, rail infrastructure loans, and safety enhancements at railroad crossings on local roads.



A significant portion of MDOT's efforts will support economic development in rural and urban areas by preserving the state-owned rail system and providing access to it. This work will be coordinated with the Michigan Economic Development Corporation as well as the Michigan Department of Agriculture and Rural Development.

The needs of the 530-mile, state-owned rail system are assessed annually, based on available funding. Projects will include bridge repair, culvert repair and replacement, and track upgrades. Maintaining the lines provides access to the national rail system for companies that would otherwise have limited transportation options.

The specific projects funded by the two loan programs also are identified on an annual basis. Funding should be sufficient to support approximately 20 Freight Economic Development Projects and at least eight infrastructure loans within this five-year timeframe. The Freight Economic Development Program provides low-interest loans to provide new or expanding businesses access to the rail system. Due to the capital intensive nature of the business, the infrastructure loan program helps short-line railroads keep up with necessary investments.

To reduce motorist risk at railroad crossing on local roads, approximately 40 safety enhancement projects also will be undertaken each year, with specific projects identified by an annual analysis. Additional safety projects will include working with local road authorities to eliminate crossings where feasible.

PORT

For each of the next five years, MDOT anticipates providing \$468,200 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist in the Port Authority's operating costs and marketing activities.



AVIATION INVESTMENTS

In addition to providing capital assistance for eligible federal projects, MDOT's FY 2012 Aeronautics Program provides for technical support and safety oversight for airports, pilots, and flight instructors. The focus is largely on continued safe and secure operation of the existing airport system through capital replacement/rehabilitation, and preservation of existing service levels. To accomplish this, MDOT provides asset management programs such as the Michigan Airport System Plan, Approach Protection Plan, Michigan Airport Pavement Management System, and the Tall Structures Program.

AIRPORT IMPROVEMENT PROGRAM

(CAPITAL OUTLAY AND MAINTENANCE PROGRAM)

The FY 2012 Airport Improvement Program provides funding for approximately 236 public-use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 94 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems (NPIAS). As the majority of Michigan's public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports themselves, not MDOT. However, projects are ranked according to a priority system and encouraged to provide not only benefit to the airport but the system as well.

In addition, MDOT can and does provide supplemental funding for many projects and makes the decision on which projects receive these funds through the state block grant program. The FAA also provides supplemental funding for projects at airports they select. All project funding decisions using supplemental dollars are selected on the basis of the Michigan Airport System Plan as approved by the Michigan Aeronautics Commission or published FAA priorities, as appropriate.



Priorities are a significant part of the funding decision that support the organizational mission and represent the overall vision driving the airport infrastructure investment strategy. For Aeronautics, these priorities have included:

- Invest resources to support economic growth throughout Michigan, particularly in the airports that respond to critical state airport system goals.
- Preserve the existing airport system infrastructure, primarily focusing on pavements, navigational aids, and airspace preservation.
- Invest in projects and programs that support primary airports and air service for passengers and cargo.
- Reduce airport facility and system deficiencies by:
 - Maximizing federal dollars returning to the state
 - Leveraging local and private investments
 - Providing a dedicated and adequate level of state funding
- Utilize a process that distributes available funding balanced appropriately between preservation, improving and expanding the airports in the system.
- Emphasize meeting Michigan Airport System Plan (MASP) development standards for airports serving business and population centers.

New priorities will include integration with other modes of transportation, addressing environmental issues, and public awareness/outreach.

The current ACIP shows projects totaling \$168 million, leaving a significant gap between anticipated revenues and needs of approximately \$50 million per year and \$250 million over the five-year period. This difference can be narrowed somewhat by discretionary funding, which is distributed by the FAA on a regional basis among various states. Michigan has competed well for these funds and, given the identified needs, will continue to aggressively pursue these opportunities. In addition, other funding options will continue to be explored.

MULTI-MODAL INVESTMENT SUMMARY
MDOT'S MULTI-MODAL INVESTMENT STRATEGY
(Subject to appropriation of state, federal and local funds)

	Annual Average	Five-Year Total
AVIATION		
Primary Airports	\$137 million	\$685 million
Non-Primary Airports	\$31 million	\$155 million
Statewide Programs	\$400,000	\$2 million
Aviation Improvement Program (AIP)	\$168 million	\$842 million

PUBLIC TRANSPORTATION PROGRAM		
Local Transit, Intercity Bus, Rail and Ports *	\$293 million	\$1.46 billion
TOTAL	\$461 million	\$2.3 billion

* Includes federal, local and sub-fund expenditure authority, which is often overstated to account for potential revenue.

HIGHWAY PROGRAM ECONOMIC BENEFITS

It has been well documented that an efficient highway system in good condition plays an integral role in supporting the economy of a state. Highway infrastructure investments are a vital part of the state's overall economic development strategy. The Michigan Benefits Estimation System for Transportation Tool (MI BEST Tool) was utilized to assess the economic impacts of the 2012-2016 Highway Program.

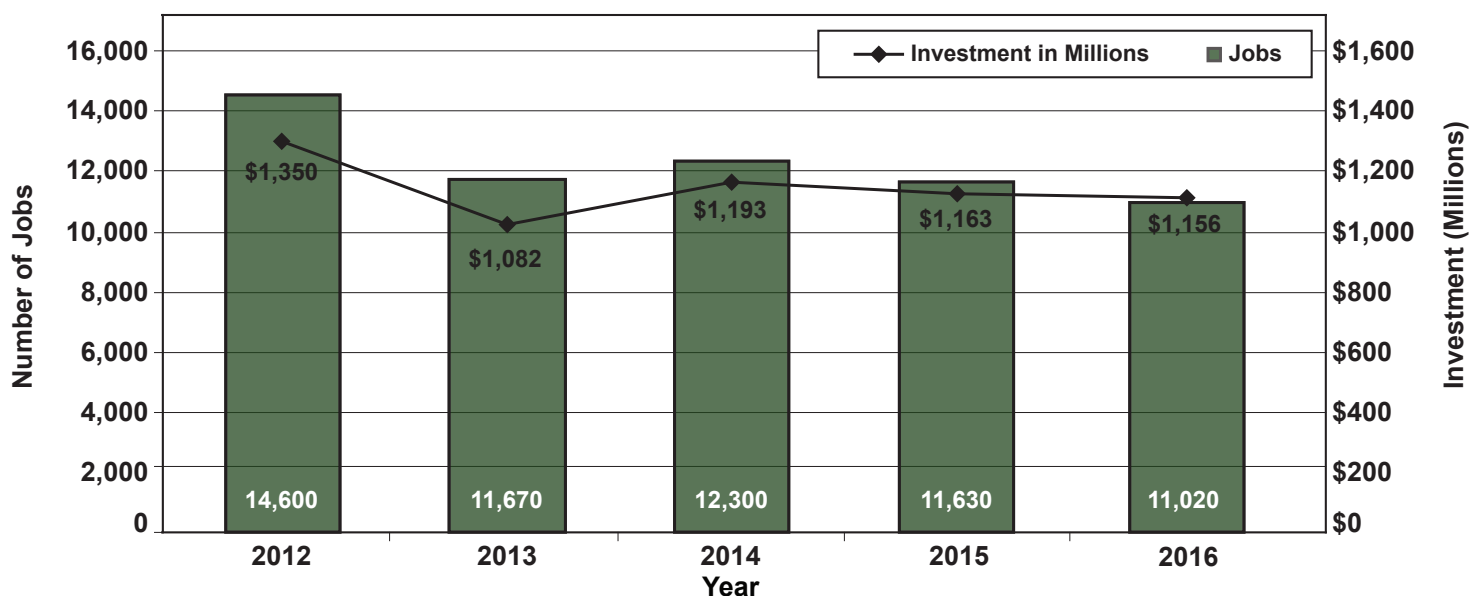
The MI BEST Tool is designed to estimate economic impacts for transportation investments like the Five-Year Transportation Program down to individual transportation projects. The economic model chosen to use for this analysis is the Regional Economic Models Incorporated Policy Insight module, version 2.1.5b. The resulting economic impacts reflect statewide spending totals.

EMPLOYMENT IMPACTS OF THE 2012-2016 HIGHWAY PROGRAM*

The table and chart below show the employment impact of the 2012-2016 Highway Program for the State of Michigan.

	2012	2013	2014	2015	2016
Investment (current million \$)	\$1,350	\$1,082	\$1,193	\$1,163	\$1,156
Employment Impact (jobs)	14,600	11,670	12,300	11,630	11,020

Highway Program Investment By Program Category - 2012 – 2016



*This preliminary analysis reflects spending only.

PUBLIC TRANSPORTATION BENEFITS

LOCAL TRANSIT

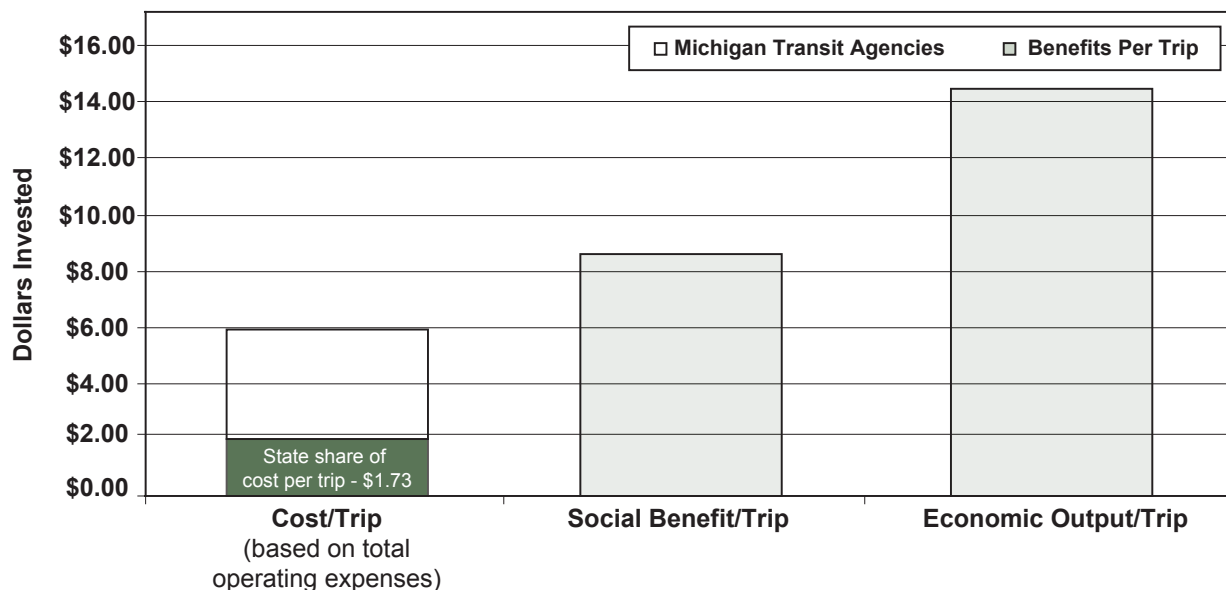
More than 96 million trips are made annually on local public transit in Michigan. These trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond just transit riders. Through improved mobility, safety, air quality and economic development, public transit also benefits users of the roadway network and the community at large.

Based on an Economic and Community Benefits of Transit model produced specifically for MDOT, the state's annual investment in local transit operations yields specific economic benefits. In 2010, the total cost per trip based on total operating expenses for all Michigan transit agencies was \$5.96; the state share of this cost was \$1.73. As shown in the chart below, this investment resulted in a social benefit per trip valued at \$8.85 and an economic output per trip of \$14.49.

Using the 2010 model results, the state/federal/local investment in transit operations of \$2.9 billion called for in this Five-Year Program will yield about \$3.7 billion in social benefit and about \$6.86 billion in economic output. The social benefits of transit calculated by this model derive from transportation cost savings and low-cost mobility benefits and the economic output-associated transit operations include job creation, as well as re-spending of a portion of out-of-pocket savings.

Although the model attempts to assess the benefits of transit in a comprehensive manner, it does not account for the considerable additional benefits that can arise from rapid transit investments in our urban areas. Therefore, the results of the model can be considered conservative. National models have shown that a dollar invested in light rail or rapid transit can return up to \$6.00 in economic benefits, including local economic development around transit stops.

Cost and Benefit of Local Transit Operations Per Trip for FY 2010



RAIL AND PORT BENEFITS

Michigan's rail system has approximately 3,600 miles of track, operated by 24 railroads. It carries about 33 percent of freight tonnage in the state. These commodities totaled over \$41.4 billion in 2009. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials. A single train can carry the load of over 280 trucks. The rail system saves an estimated \$250 million of annual investment in Michigan's roadway system.

Growing healthy rail corridors is good for Michigan's economy, whether they move freight, passengers, or both. For the federally designated Chicago-Detroit/Pontiac high speed rail corridor, MDOT will purchase and improve nearly 135 miles between Kalamazoo and Dearborn. MDOT will have an opportunity to encourage and expand economic development along this rail corridor for both passenger and freight interests.

Overall, the freight rail system will have limited support. However, a significant portion of MDOT's efforts will support economic development in rural and urban areas by preserving and providing access to the system. MDOT will work with the Michigan Economic Development Corporation, as well as the Michigan Department of Agriculture and Rural Development, to provide support to rail-reliant businesses, most directly through Freight Economic Development loans. On average, Freight Economic Development loans are typically about \$250,000 and aid in the creation/retention of approximately 90 jobs.



In addition, the state-owned rail lines directly service approximately 80 shippers, moving commodities such as agricultural products, forest products, and sand. In 2010, over 15,000 carloads were shipped via state-owned rail lines.

AVIATION PROGRAM BENEFITS

In order to maintain a competitive advantage in a global economic environment, access to convenient and efficient air travel is essential. While commercial airline services are often the most recognizable facet of aviation, the fact is that general aviation accounts for 97 percent of the nation's airports. These airports support a variety of aviation activities that employ thousands of people and create millions of dollars in economic impact and benefit.

Aviation, both commercial and general, is big business in Michigan.

- Aviation contributes more than \$20 billion annually to the Michigan economy
- Michigan airports serve over 36 million passengers each year
- Michigan airports move over 500 million pounds of air cargo each year
- Michigan is in the top 10 nationwide for the number of registered business aircraft



Businesses throughout the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages and expenditures. They also include the economic ripple effects in the community, enhancing economic activity far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.

Economic benefits also include expenditures made by transient passengers who use the airport and spend money throughout the region. Airports also provide savings in time and money as a result of the travel efficiencies they create. In addition, economic benefits include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are “quality of life benefits” provided by an airport. Examples include: police and firefighting support,

search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

Whether through serving airline passengers at commercial service airports, accommodating corporate aviation at general aviation airports, or enhancing quality of life for residents and businesses in the state of Michigan, aviation remains one of the key links to continued and future prosperity. Airports are proven economic engines that promote growth and vitality through the fostering of opportunities for future economic development and the creation of jobs. Development activities that focus on projects like the Aerotropolis involving Detroit Metropolitan and Willow Run airports, which create a solid aviation component and foster an environment that supports business, are important both now and in the future.

**EMPLOYMENT IMPACTS OF THE
2012-2016 AVIATION PROGRAM***

*The table and chart below show the employment impact of the
2012-2016 Highway Program for the State of Michigan.*

	2012	2013	2014	2015	2016
Investment (current million \$)	\$168	\$167	\$183	\$160	\$160
Employment Impact (jobs)	7,224	7,181	7,869	6,880	6,880

*Based on Transportation Funding Task Force data that shows 43 jobs are created or sustained for every \$1 million invested in aviation.

A strategic approach to invest in, maintain, and grow aviation is essential to Michigan’s multi-modal transportation system and its economic future. Through effective partnerships between federal, state and local agencies, other transportation providers, and the private sector, MDOT can meet its shared goals for a world class transportation system.

Visit www.michigan.gov/aero/ for more information.



STATE TRUNKLINE PERFORMANCE MEASUREMENT AND SYSTEM CONDITION

PERFORMANCE MEASUREMENT

While MI Dashboard pertains to all roads and bridges, this section of the document only pertains to the state trunkline routes which MDOT has jurisdiction over: I, M and US routes, which carry 51 percent of passenger traffic and 64 percent of commercial traffic in the state. These routes are important trade routes, business corridors and keys to economic development.

Maintaining and growing Michigan's economy depends on the preservation, modernization, and efficient operation of its transportation system. To achieve the goals that have been set forth, it is necessary to benchmark and monitor the performance of the system. MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation networks with the 1997 adoption of the pavement condition goals by the STC. Since then, MDOT has developed performance measures to reflect a broader range of the transportation system. The following sections reflect a representative sample of the performance measures that MDOT is using to track the highway, aviation, and passenger transportation modes of travel. A broader suite of measures can be found at MDOT's Transportation System Performance Web site, including the document "Driven by Excellence: A Report on Transportation Performance Measurement at MDOT." Both resources also are available at www.michigan.gov/mdotperformance.

PAVEMENT CONDITION

MDOT has made substantial progress since adopting a pavement condition goal of having 95 percent of freeways and 85 percent of non-freeways in good condition by 2007. In addition to federal and state transportation revenue, bond initiative investments (Preserve First and Jobs Today) and ARRA have allowed improvement in the condition of state roads and bridges to protect the investments of Michigan taxpayers and meet the pavement goals established by the STC.

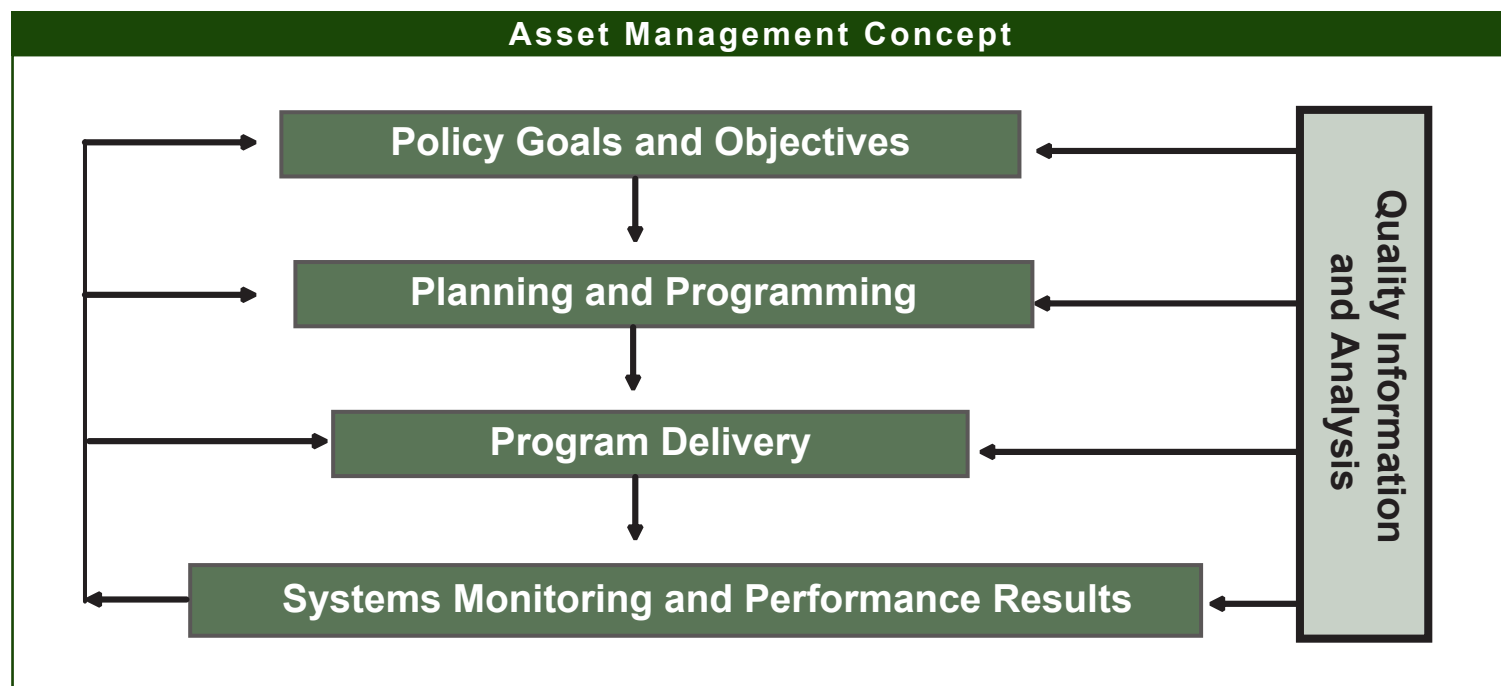
The road and bridge preservation projects included in the Five-Year Program are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of our roads and bridges and to keep them in good condition. MDOT's programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive Capital Preventive Maintenance (CPM) Program, and routine maintenance of the system.

Asset management provides a solid foundation which allows transportation professionals to monitor the transportation system, optimize the preservation, improvement and timely replacement of assets through cost-effective management, programming and resource allocations decisions. Asset management is a continuous process that enables transportation professionals to evaluate various scenarios, determine trade-offs between different actions and selects the best method for achieving specified goals and objectives.



The Five-Year Transportation Program is developed based on implementation of the goals and policies outlined by the STC, emphasizing an asset management approach to preserving the transportation system and providing

safe mobility to travelers. The following flow chart highlights the important characteristics of transportation asset management.



Asset management is an ongoing process within MDOT. Development of Management Systems, Geographic Information Systems (Framework), Global Positioning and Life Cycle Cost Analyses have allowed MDOT to become more strategically oriented. MDOT has developed strategic goals on a system-wide basis. By using tools such as performance measures, the Road Quality Forecast System and Prioritization Process, MDOT continues developing annual programs and projects targeted toward achieving system-wide goals.

The Transportation Asset Management Council, along with coordination and collaboration among state and local transportation agencies, will continue to work on refining more cost-effective and innovative ways to implement the principles of asset management to the statewide transportation system.

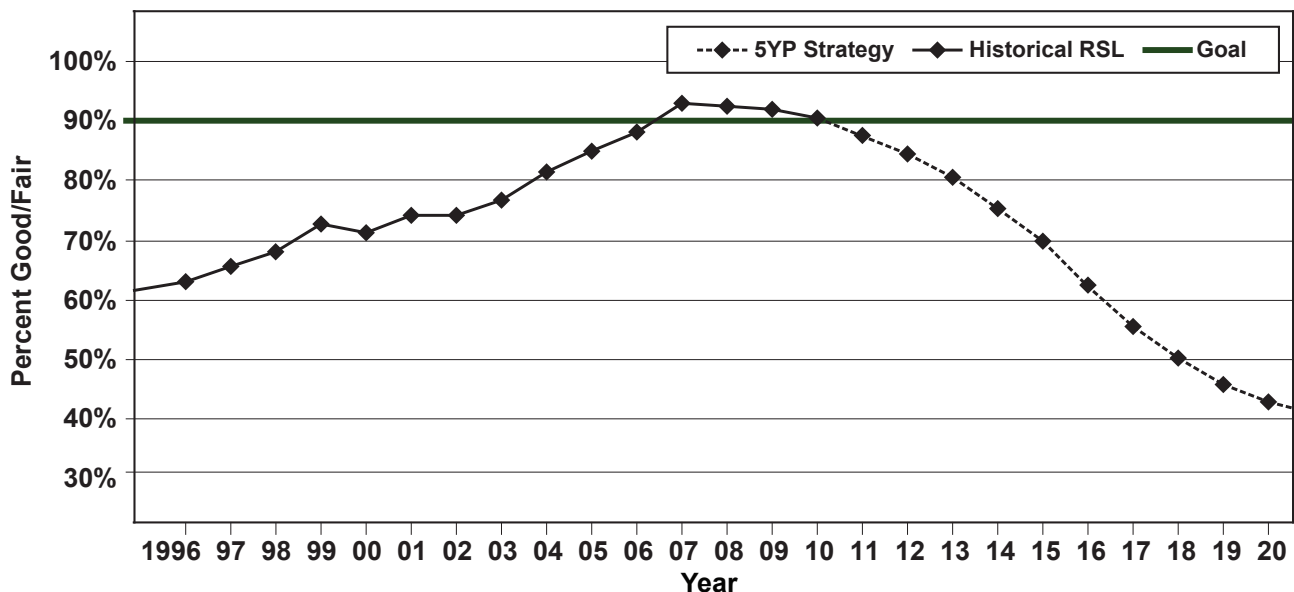


How Long Will THE PAVEMENT LAST?

MDOT continues to make program development and project selection decisions based on the pavement's Remaining Service Life (RSL). RSL is a measure of the pavement's overall health. It is defined as the estimated remaining time in years until a pavement's most cost-effective treatment requires either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category. MDOT uses an asset management approach of short, medium and long-term improvements to maintain overall pavement health. Once pavements deteriorate into the "poor" category, it is more costly to bring them back into "good" condition.

The following graph shows the state trunkline system condition based on RSL. MDOT has been able to maintain its goal of 90 percent of pavement in good or fair condition since 2007. Unfortunately, unless the shortfall in transportation revenue is addressed, the significant progress made over the last 10 years in improving the pavement service life will be lost as depicted in the following graph. Even if enough state transportation revenues become available to match all federal highway funds, the state trunkline system condition is forecasted to decline at an alarming rate.

Combined Freeway and Non-Freeway - Pavement Condition (RSL) Forecast



BRIDGE CONDITION

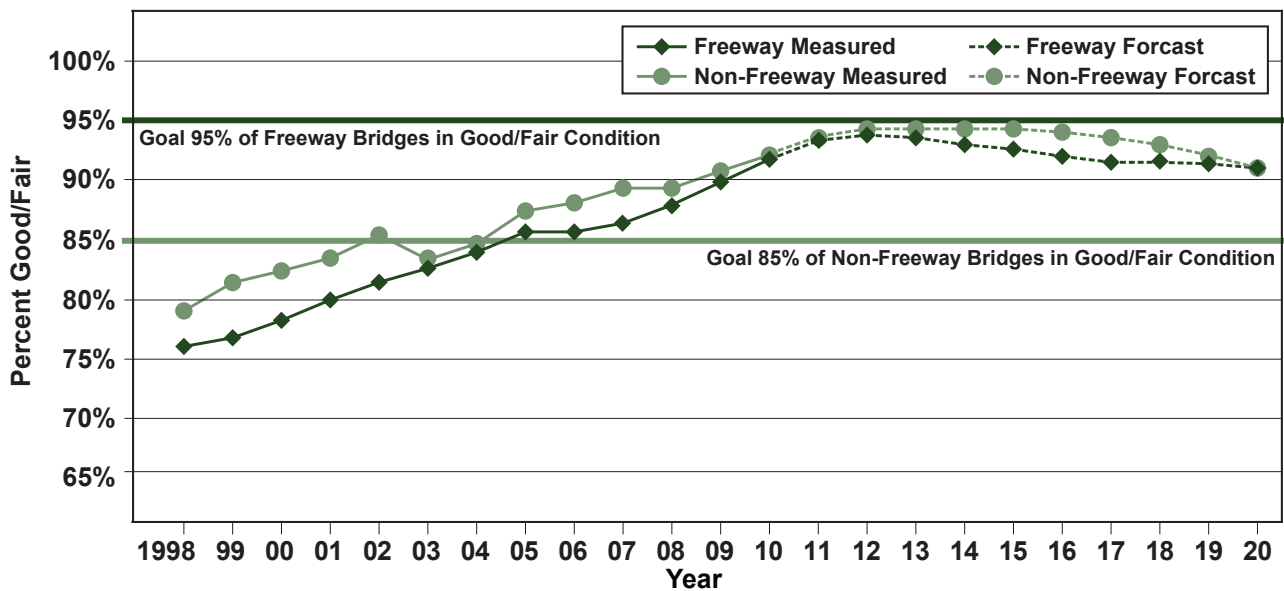
MDOT's Bridge Management System (BMS) is an important part of the overall asset management process. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure achievement of desired results.

An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.

As shown in the chart below, MDOT has met and is projecting to sustain the non-freeway bridge goal of 85 percent good.

Projections show that Michigan will reach a freeway bridge condition of approximately 93 percent good/fair by the end of 2012. MDOT has made steady progress toward its freeway bridge goal but projections indicate that, without additional funding, Michigan will fall short of achieving the freeway bridge goal of 95 percent in good/fair condition. After 2013, freeway bridge condition will begin to decline.

MDOT Statewide Bridge Condition Forecast

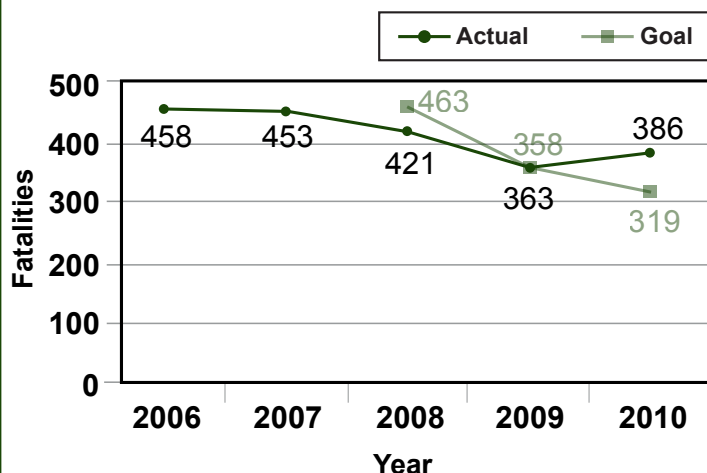


SAFETY GOALS

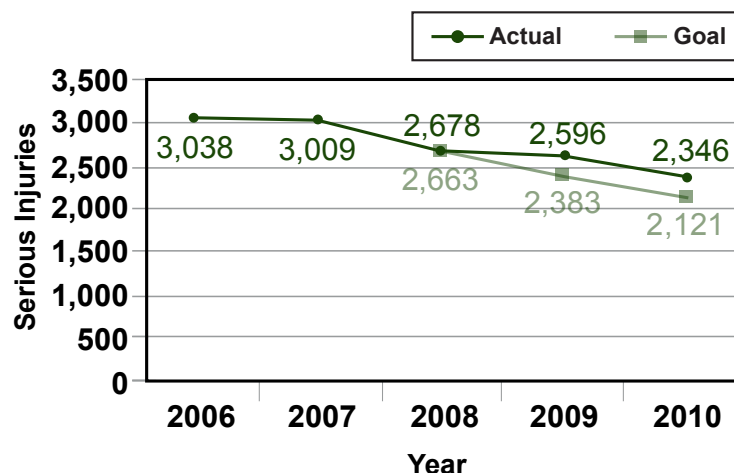
State trunklines carry the majority of traffic in Michigan, thus making state trunklines safer is key to enhancing the economic growth of the state. MDOT's goal is to reduce fatalities and serious injuries on the state trunkline system in support of the Michigan Strategic Highway Safety Plan (SHSP) and achieve the vision of Towards Zero Deaths (TZD). MDOT is aiming to reduce fatalities and serious injuries from 453 and 3,009, respectively, in 2007 to no more than 250 and 1,700 in 2012, approximately 11 percent per year. Ultimately, MDOT's goal is to reduce fatalities to zero and minimize serious injuries. To meet

this safety goal, the Safety Program's strategy is to select cost-effective safety improvements, as identified in the SHSP, to address trunkline locations with correctable fatality (K) and serious injury (A) crashes.

Trunkline Fatalities



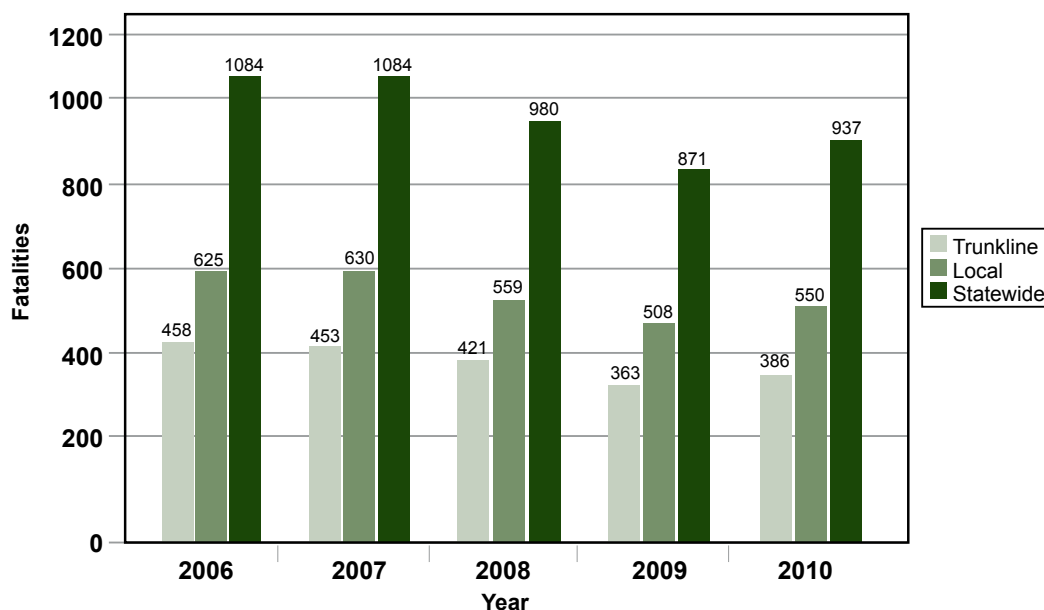
Trunkline Serious Injuries



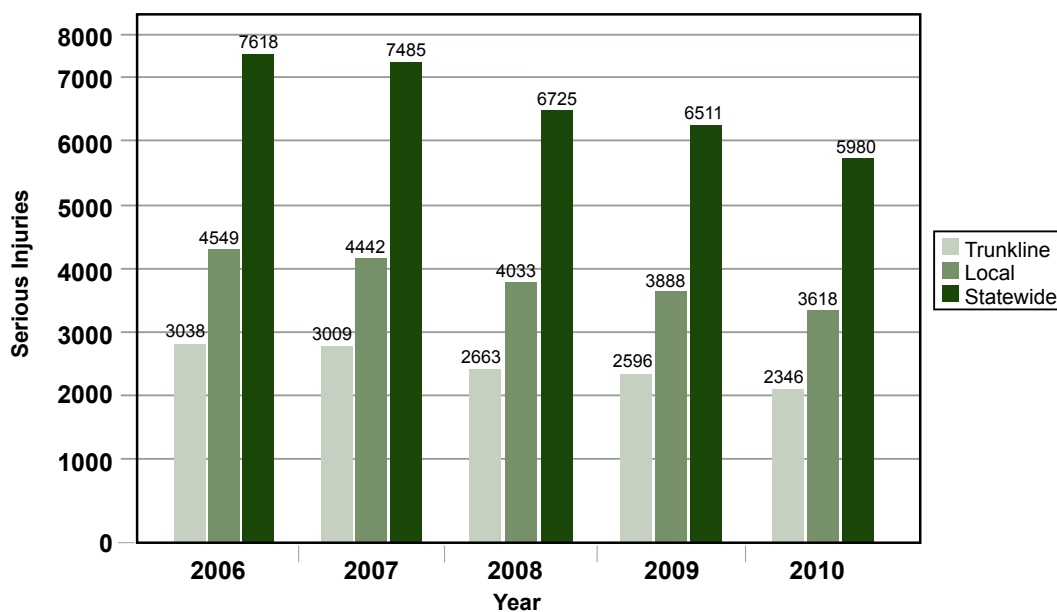
To achieve this vision, MDOT has scheduled 54 safety projects for the FY 2012-2016 program consisting of intersection, lane departure, and pedestrian safety-related improvements, all specific action areas in the SHSP. Included in the safety improvements are the installation of median cable guardrail along 70 miles of freeways, freeway

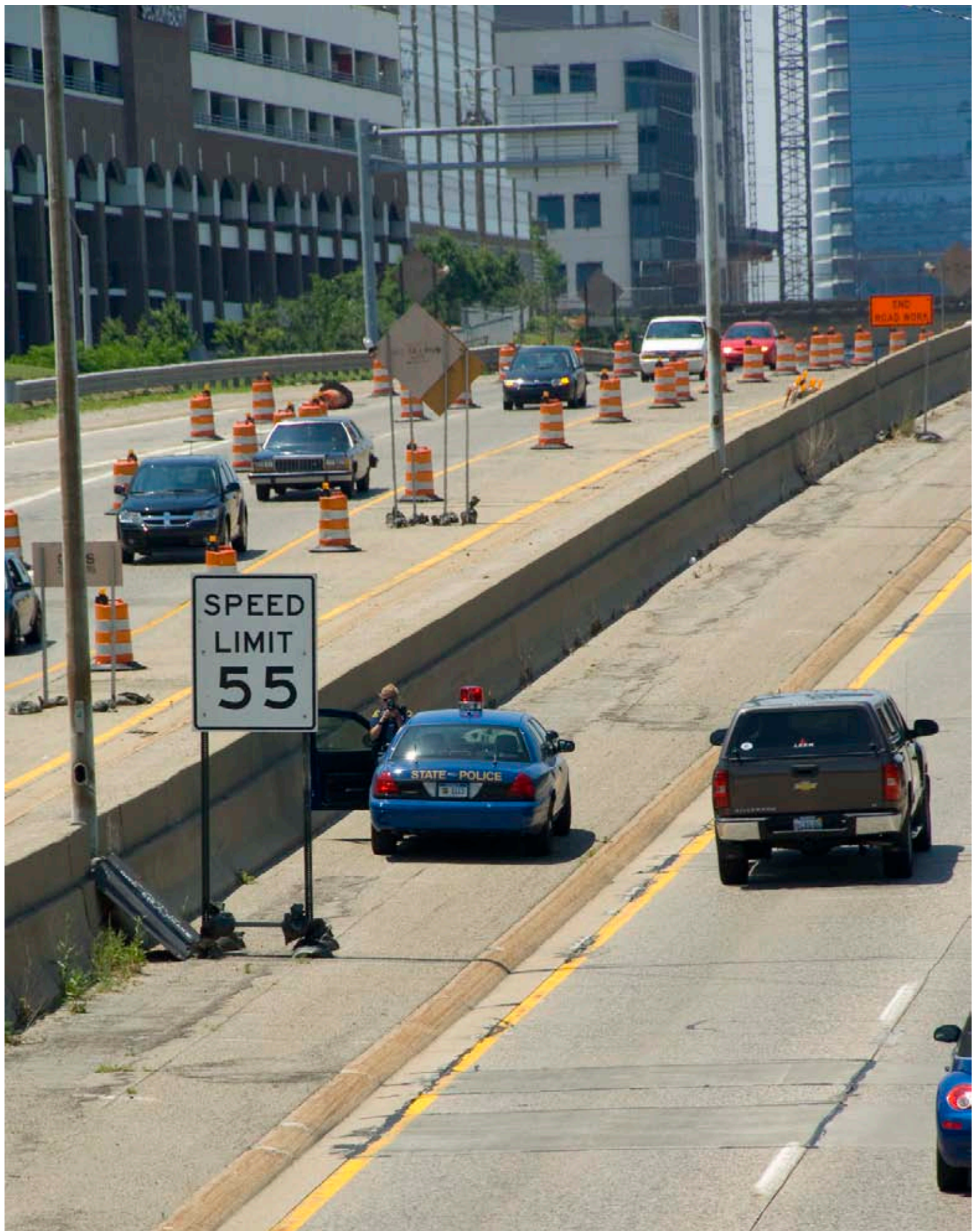
lighting at the I-96/US-31 interchange, dynamic message signs on I-94, three roundabouts and two pedestrian projects. Overall, these 54 safety projects will address 67 fatalities and 189 serious injuries during the four years, an annual average of 17 and 47, respectively.

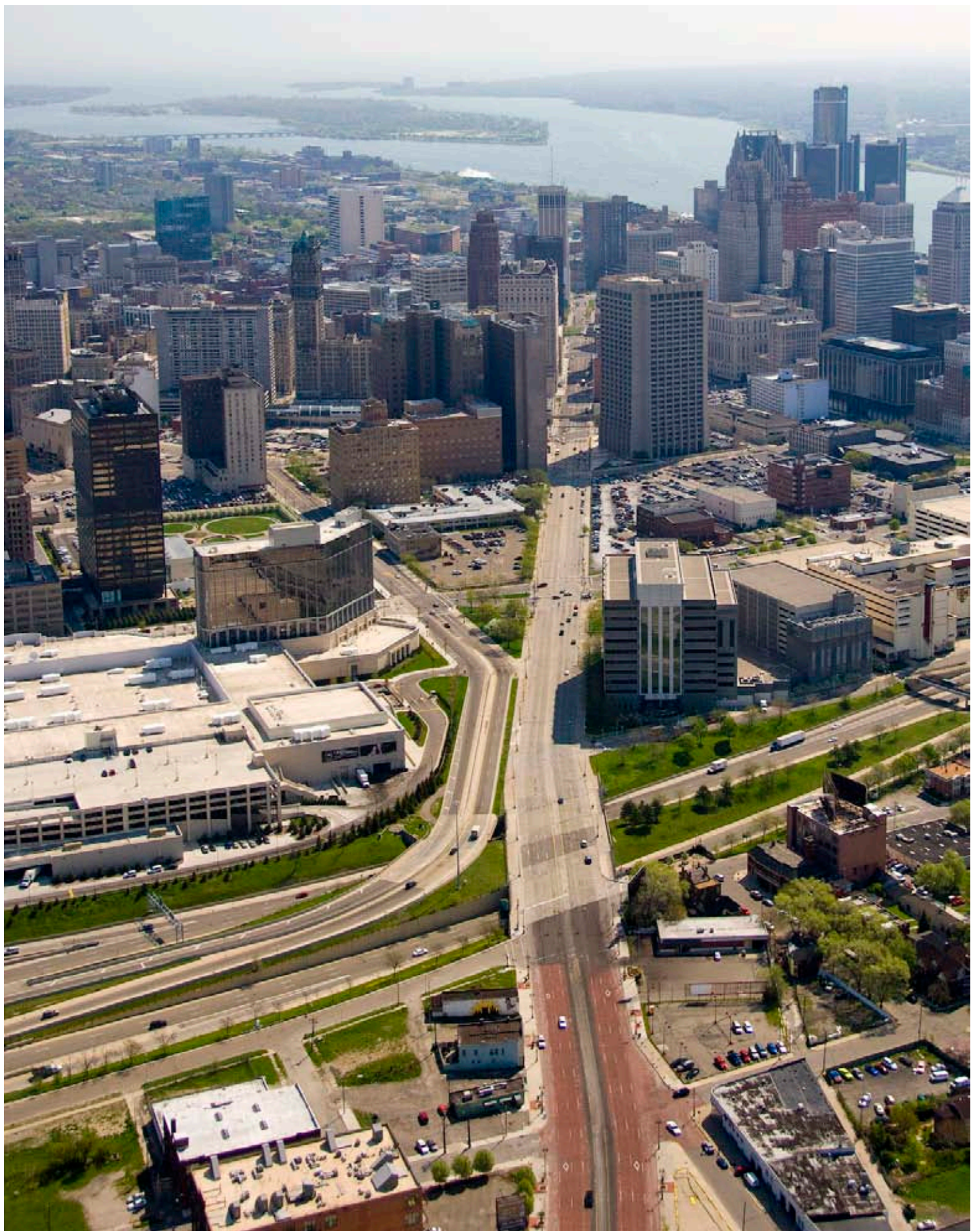
Michigan Fatalities by Road Class



Michigan Serious Injuries by Road Class



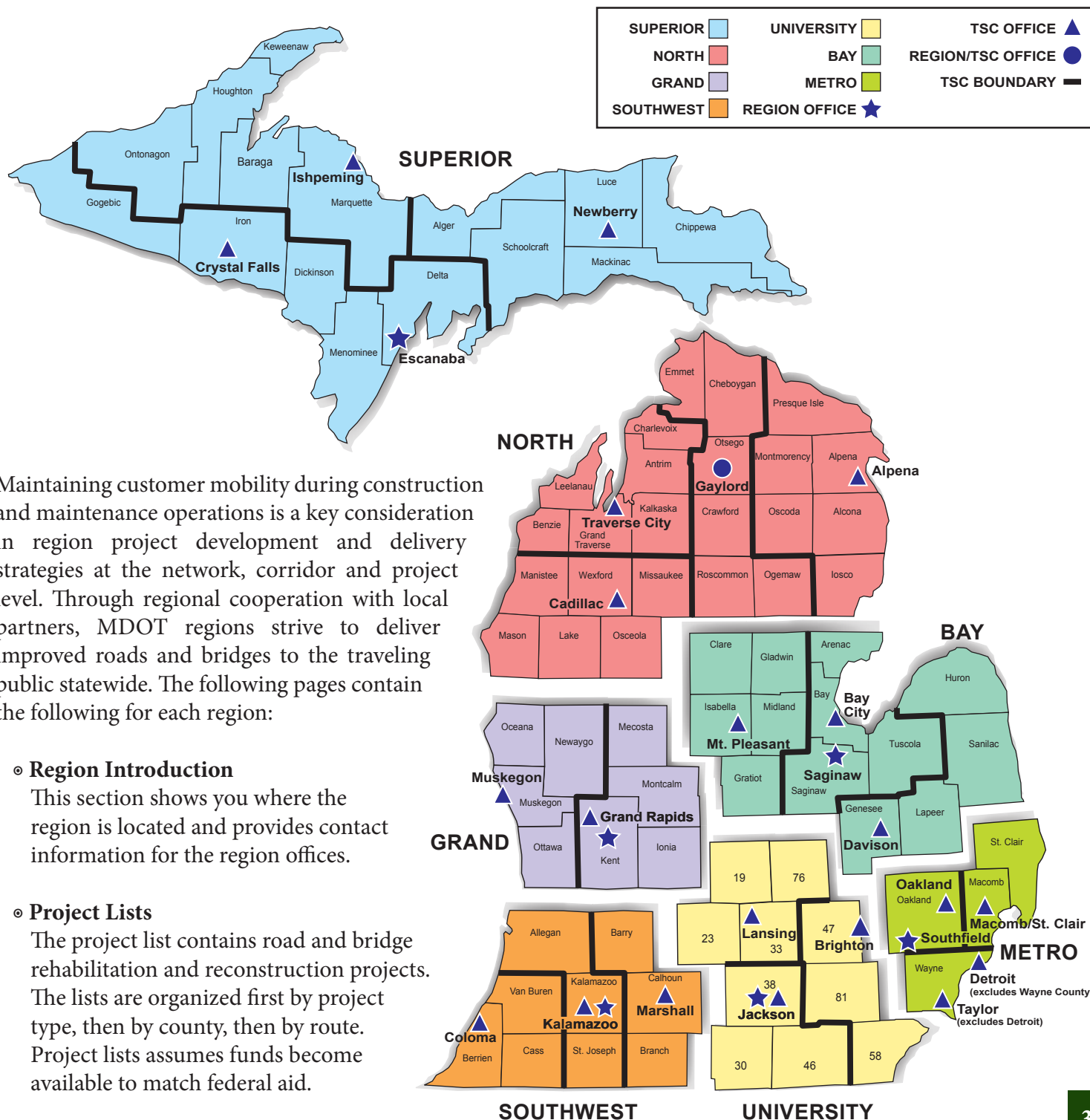




ROAD AND BRIDGE PROJECT LISTS BY REGION

To accomplish statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets. The projects chosen reflect each region's careful

efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities, as well as the type of travel, weather, soils, etc.



Maintaining customer mobility during construction and maintenance operations is a key consideration in region project development and delivery strategies at the network, corridor and project level. Through regional cooperation with local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The following pages contain the following for each region:

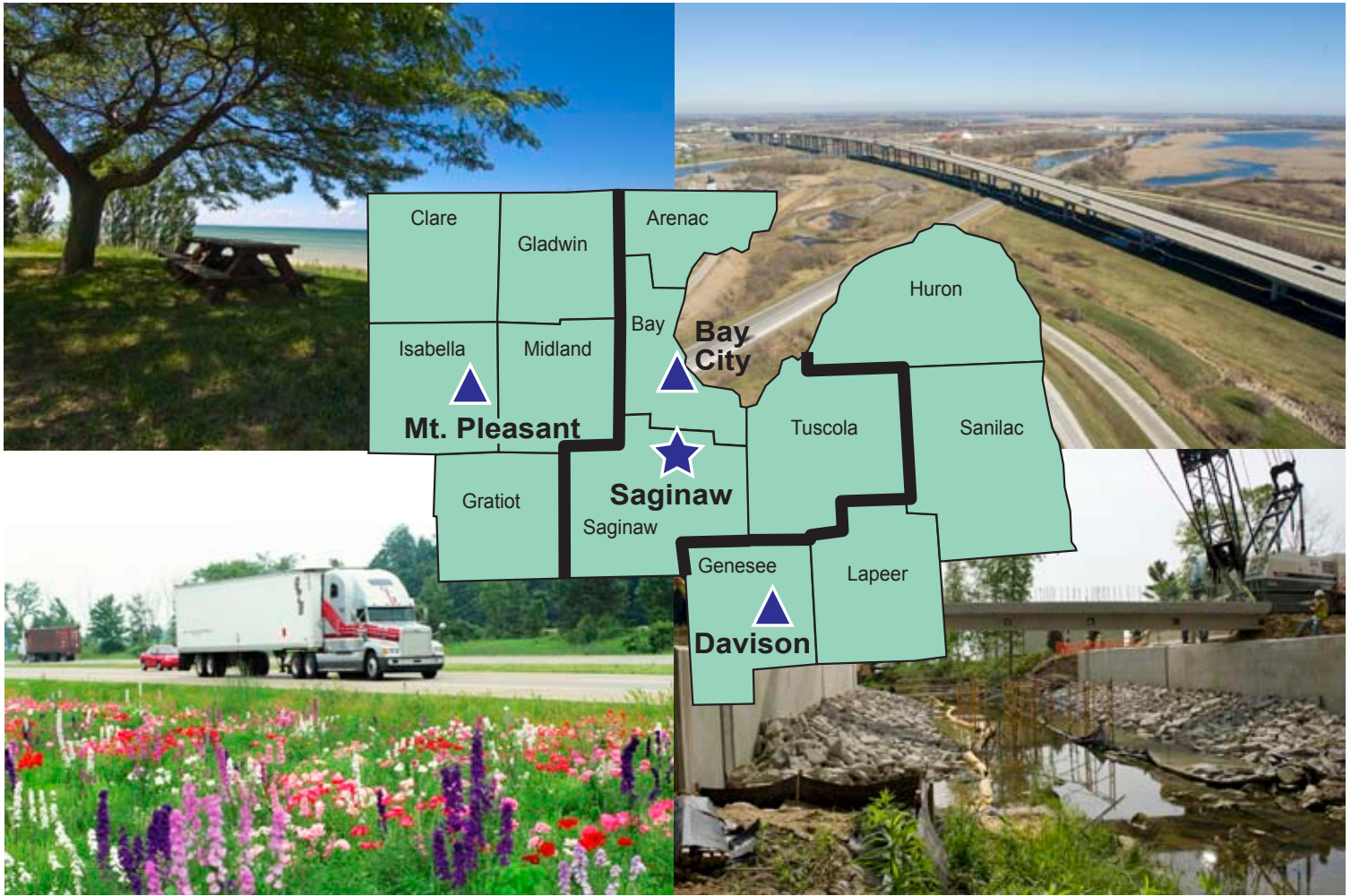
Region Introduction

This section shows you where the region is located and provides contact information for the region offices.

Project Lists

The project list contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route. Project lists assume funds become available to match federal aid.

BAY REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
BAY	I-75		NORTH OF PINCONNING RD TO BAY/ARENAC COL	RESTORATION AND REHABILITATION	3.190				CON	
BAY	M-13/M-84 (Salzburg Avenue)		EUCLED TO LAFAYETTE BASCULE BRIDGE, BAY CITY	RECONSTRUCTION	0.841	CON				
BAY	N M 47/W US 10 RAMP		US-10 & M-47	RECONSTRUCTION	0.116					CON
GENESEE	I-475		E OF CLIO RD TO SAGINAW ST	RESTORATION AND REHABILITATION	1.401					CON
GENESEE	I-69		M-54 TO CENTER ROAD	RECONSTRUCTION	1.002				CON	
GENESEE	I-75		OAKLAND COL TO I-475 N JUNCTION	RESURFACE	19.259				CON	
GENESEE	M-57 (Vienna Road)		BRENT RUN CREEK TO LINDEN ROAD	RESURFACE	4.137	CON				
GRATIOT	US-127		WASHINGTON ROAD TO NORTH OF POLK ROAD	RESURFACE	2.803			CON		
GRATIOT	US-127		NORTH OF POLK ROAD TO NORTH OF VAN BUREN ROAD	RESURFACE	2.689					CON
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779		CON			
ISABELLA	US-10 BR (Pere Marquette Road)		SUNSET AVENUE EASTERLY TO US-10 RAMPS.	RESURFACE	1.995		CON			
LAPEER	M-24		I-69 TO NEPESSING STREET, LAPEER	RECONSTRUCTION	2.057		CON			
MIDLAND	US-10		MIDLAND/ISABELLA COUNTY LINE EASTERLY TO M-18	RESTORATION AND REHABILITATION	6.840		CON			
SAGINAW	I-75		JANES TO I-675 BRIDGES	RECONSTRUCTION	4.515	CON				
SAGINAW	I-75		I-675 NORTH JUNCTION TO SAGINAW/BAY COL	RECONSTRUCTION	0.838					CON
SAGINAW	I-75		DIXIE HIGHWAY TO HESS	MAJOR WIDENING	3.770			CON		
TUSCOLA	M-25		BAY/TUSCOLA COUNTY LINE TO DICKERSON ROAD	RESURFACE	5.434	CON				
TUSCOLA	M-25		DICKERSON ROAD TO BAY PARK ROAD	RESURFACE	5.437	CON				
TUSCOLA	M-25		BAY PARK ROAD TO THE HURON COUNTY LINE	RESURFACE	3.911				CON	
TUSCOLA	M-46 (Sanilac Road)		FROM VASSAR RD TO SHERIDAN RD	RESURFACE	4.939					CON
					75.953					

2012-2016 ROAD AND BRIDGE PROGRAM

BAY REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ARENAC	US-23		US-23 OVER RIFLE RIVER	OVERLAY - DEEP	0.147				CON	
ARENAC	US-23 EB CONNECTOR		US-23 EB CONNECTOR OVER M-13	SUBSTRUCTURE REPAIR	1.096	CON				
ARENAC	US-23 EB CONNECTOR		STERLING ROAD OVER I-75	OVERLAY - DEEP	1.096	CON				
ARENAC	US-23 EB CONNECTOR		US-23 RAMP F I-75 OVER I-75	OVERLAY - DEEP	1.096	CON				
BAY	M-13		M-13 OVER JOHNSONS CREEK	BRIDGE REPLACEMENT	0.000	CON				
BAY	US-10		M-47 NB OVER US-10	BRIDGE REMOVAL	0.016					CON
BAY	US-10		M-47 SB OVER US-10	BRIDGE REPLACEMENT	0.016					CON
BAY	US-10		US-10 OVER HOPPLER CREEK	MISCELLANEOUS REHABILITATION	0.254					CON
CLARE	US-27		US-127 NB OVER US-127 BUSINESS ROUTE	OVERLAY - DEEP	0.470	CON				
CLARE	US-27		US-127 SB OVER US-127 BUSINESS ROUTE	OVERLAY - DEEP	0.470	CON				
CLARE	US-27		MOSTETLER ROAD OVER US-127 NB	MISCELLANEOUS REHABILITATION	0.687	CON				
GENESEE	I-69		I-69 OVER M-54 (DORT HIGHWAY)	SUBSTRUCTURE REPAIR	0.048		CON			
GENESEE	I-69		I-69 WB OVER IRISH ROAD	OVERLAY - DEEP	0.340		CON			
GENESEE	I-69		I-69 EB OVER IRISH ROAD	OVERLAY - DEEP	0.340		CON			
GENESEE	I-69		LAPEER ROAD OVER I-69	DECK REPLACEMENT	0.248				CON	
HURON	M-142		M-142 OVER NETTLE RUN	CULVERT REPLACEMENT	0.000	CON				
HURON	M-142		M-142 OVER PHILLIP DRAIN	CULVERT REPLACEMENT	0.746			CON		
HURON	M-25		M-25 OVER PINNEBOG RIVER	OVERLAY - SHALLOW	0.400			CON		
HURON	M-25		M-25 OVER SCHRAM DRAIN	OVERLAY - SHALLOW	0.400			CON		
LAPEER	I-69		I-69 EB OVER NEWARK ROAD	OVERLAY - DEEP	0.452			CON		
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000		CON			
LAPEER	M-24		M-24 OVER CR RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.602	CON				
LAPEER	M-24		M-24 OVER PLUM CREEK	BRIDGE REPLACEMENT	1.044	CON				
LAPEER	M-53		M-53 OVER WESTERN DRAIN	OVERLAY - DEEP	0.872			CON		
MIDLAND	M-18		M-18 OVER US-10	DECK REPLACEMENT	0.020		CON			
MIDLAND	US-10		WEST RIVER ROAD OVER US-10	DECK REPLACEMENT	0.260		CON			
MIDLAND	US-10		US-10 EB OVER BLUFF CREEK	OVERLAY - DEEP	2.711		CON			
MIDLAND	US-10		US-10 WB OVER BLUFF CREEK	OVERLAY - DEEP	2.711		CON			
MIDLAND	US-10		US-10 EB OVER MUD CREEK	OVERLAY - DEEP	2.711		CON			
MIDLAND	US-10		US-10 WB OVER MUD CREEK	OVERLAY - DEEP	2.711		CON			
SAGINAW	I-75		JANES ROAD OVER I-75	BRIDGE REPLACEMENT	0.397	CON				
SAGINAW	I-75		I-75 NB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621					CON
SAGINAW	I-75		I-75 SB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621					CON
SAGINAW	M-13		M-13 OVER FLINT RIVER	BRIDGE REPLACEMENT	0.494			CON		
SAGINAW	M-13		M-13 OVER BIRCH RUN OUTLET DRAIN	BRIDGE REPLACEMENT	0.494			CON		
SAGINAW	M-13		M-13 OVER KOEPKE DRAIN	OVERLAY - DEEP	1.040			CON		
SAGINAW	M-57		M-57 OVER BRANCH OF DEER CREEK	CULVERT REPLACEMENT	0.131			CON		
SAGINAW	M-81		M-81 OVER WEAVER DRAIN	CULVERT REPLACEMENT	0.871				CON	
SANILAC	M-25		M-25 OVER MILL CREEK	BRIDGE REPLACEMENT	0.124			CON		
SANILAC	M-46		M-46 OVER BLACK RIVER	OVERLAY - DEEP	0.982					CON
SANILAC	M-53		M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000					CON
SANILAC	M-90		M-90 OVER POTTS DRAIN	DECK REPLACEMENT	1.499				CON	
TUSCOLA	M-15		M-15 OVER CASS RIVER	BRIDGE REPLACEMENT	0.098	CON				
TUSCOLA	M-25		M-25 OVER QUANICASSEE RIVER	BRIDGE REPLACEMENT	0.755	CON				
					17.919					

Capacity Improvement

M-24, S LAPEER CO LN-S/I 69

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
LAPEER	M-24		0.26 MILES NORTH OF NEWARK ROAD	GENERAL MISCELLANEOUS	0.000		CON	CON		
LAPEER	M-24		0.26 MILES NORTH OF NEWARK ROAD	GENERAL MISCELLANEOUS		ROW	ROW			
LAPEER	M-24		0.26 MILES NORTH OF NEWARK ROAD	GENERAL MISCELLANEOUS		PE	PE			

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
GRATIOT	US-127		GRATIOT COUNTY LINE NORTHERLY TO BAGLEY ROAD	NEW ROUTES		ROW	ROW	ROW	ROW	
					0.000					

2012-2016 ROAD AND BRIDGE PROJECT LISTS

GRAND REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
IONIA	M-21 (Bluewater Highway)		DETMERS RD TO LINCOLN AVE	RESURFACE	3.246	CON				
IONIA	M-66 (State Road)		S IONIA CO LINE TO PORTLAND RD	RESTORATION AND REHABILITATION	6.994					CON
KENT	M-11 (28th Street)		M-37 EAST TO I-96 (GAP PATTERSON AVE)	RESTORATION AND REHABILITATION	2.335	CON				
KENT	M-11 (28th Street)		AT PATTERSON AVENUE	RECONSTRUCTION	0.117	CON				
KENT	M-11 (28th Street)		AT CLYDE PARK AVENUE	RECONSTRUCTION	0.105	CON				
KENT	M-11 (Wilson Avenue)		REMEMBRANCE RD TO M-45	RESURFACE	2.494				CON	
KENT	M-11 (Wilson Avenue)		M-45 SOUTH TO THE GRAND RIVER	RESURFACE	4.000			CON		
KENT	M-21 (Fulton Street)		GRAND RIVER DRIVE TO THE GRAND RIVER	RESURFACE	1.324	CON				
KENT	M-37 (Broadmoor Avenue)		52ND ST NORTH TO 44TH ST	RESTORATION AND REHABILITATION	1.282			CON		
KENT	M-44 (Belding Road)		RAMSDELL DR EAST TO THE EAST KENT CO LINE	RESTORATION AND REHABILITATION	7.156				CON	
KENT	M-44 (Belding Road)		WOLVERINE BLVD EAST TO BLAKELY DR	RECONSTRUCTION	1.044					CON
KENT	M-44 CONN (Plainfield Avenue)		I-96 TO AIRWAY ST	RESURFACE	2.656		CON			
KENT	M-44 CONN (Plainfield Avenue)		AIRWAY ST TO M-44	RESURFACE	1.529		CON			
MECOSTA	M-20 (157th Avenue)		AT 157TH AVENUE	RECONSTRUCTION	0.176			CON		
MECOSTA	US-131		S MECOSTA CO LINE TO 6 MILE RD	RESTORATION AND REHABILITATION	6.061			CON		
MECOSTA	US-131 NB		6 MILE ROAD NORTH TO 13 MILE ROAD	RESTORATION AND REHABILITATION	7.373					CON
MECOSTA	US-131 OLD (Northland Drive)		19 MILE TO MECOSTA/OSCEOLA COUNTY LINE	RESURFACE	5.022	CON				
MECOSTA	US-131 SB		6 MILE RD NORTH TO 13 MILE RD	RESTORATION AND REHABILITATION	7.328		CON			
MONTCALM	M-66 (Main Street)		CONDENSERY RD TO SHERIDAN NVL	RESURFACE	0.852		CON			
MONTCALM	US-131 NB (US 131 NB)		N OF CANNONSVILLE RD TO S OF M-46	RESTORATION AND REHABILITATION	5.448	CON				
MONTCALM	US-131 SB (US-131 SB)		NORTH OF CANNONSVILLE ROAD TO SOUTH OF M-46	RESTORATION AND REHABILITATION	5.390	CON				
MUSKEGON	M-120 (Veteran's Memorial Causeway)		US-31 BR TO HOLTON RD	RESURFACE	1.342	CON				
MUSKEGON	US-31 BR (Whitehall Road)		STANTON BLVD TO US-31	RESURFACE	2.047		CON			
MUSKEGON	US-31 BR (Seaway Drive)		US-31 NORTH TO SHORELINE DRIVE	RESURFACE	5.343				CON	
NEWAYGO	M-37 (Mason Drive)		AT DOWNING DRAIN, NORTH OF GRANT	RESTORATION AND REHABILITATION	0.000		CON			
NEWAYGO	M-82 (48th Street)		M-120 EAST TO INDUSTRIAL DRIVE	RESURFACE	3.144			CON		
OCEANA	US-31		FRUITVALE ROAD NORTH TO WINSTON ROAD	RESURFACE	5.366					CON
OCEANA	US-31 BR (Polk Road)		US-31 TO JOHNSON ST (HART)	RESTORATION AND REHABILITATION	2.349	CON				
OCEANA	US-31 BR (6th Street)		50' EAST OF WYTHE STREET	RESTORATION AND REHABILITATION	0.000	CON				
OCEANA	US-31 NB		AT THE ROTHBURY REST AREA #529	ROADSIDE FACILITIES - IMPROVE	0.647	CON				
OTTAWA	M-104 (Cleveland Street)		JAVA BLVD EAST TO I-96 (WB)	MAJOR WIDENING	1.555	CON				
OTTAWA	M-11 (Ironwood Drive)		HAYES ST TO WILSON AVE	RESURFACE	2.211				CON	
OTTAWA	US-31 (US-31)		LAKEWOOD BLVD TO QUINCY ST	RECONSTRUCTION	2.787					CON
State Wide	REGION WIDE (Washington Street)		VARIOUS LOCATIONS IN MECOSTA & MONTCALM COUNTIES	ROADSIDE FACILITIES - PRESERVE	7.220	CON				
					105.943					

2012-2016 ROAD AND BRIDGE PROGRAM

GRAND REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
IONIA	I-96		I-96 EB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028	CON				
IONIA	I-96		I-96 WB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028	CON				
IONIA	I-96		I-96 OVER PORTLAND TRAIL	NEW STRC-EXTG RTE	0.028	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196 EB OVER M-45 WB RAMP TO I-196 WB	OVERLAY - SHALLOW	0.000				CON	
KENT	I-196 EB (Gerald R Ford Fwy)		I-196 M-21 EB OVER GRAND RIVER AND MARKET AVENUE	OVERLAY - DEEP	0.190		CON			
KENT	I-196 WB (Gerald R Ford Fwy)		I-196 M-21 WB OVER GRAND RIVER & MARKET AVENUE	MISCELLANEOUS REHABILITATION	0.185		CON			
KENT	I-296/US-131 NB (US-131 NB)		I-296 NB (US-131 NB) OVER 6TH AVENUE	SUBSTRUCTURE REPAIR	0.000	CON				
KENT	I-96 (I-96)		LEONARD STREET OVER I-96	SUBSTRUCTURE REPAIR	0.000	CON				
KENT	I-96 (I-96)		M-50 OVER I-96	BRIDGE REPLACEMENT	0.000			CON		
KENT	I-96		CHENEY AVENUE OVER I-96	DECK REPLACEMENT	0.000					CON
KENT	I-96		CASCADE ROAD OVER I-96	DECK REPLACEMENT	0.000				CON	
KENT	M-21		M-21 OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.087				CON	
KENT	US-131		US-131 OVER CSX RAILROAD	OVERLAY - DEEP	0.231	CON				
KENT	US-131 SB		US-131 SB OVER BRIDGE STREET	OVERLAY - DEEP	0.000			CON		
MONTCALM	M-57 (Carson City Road)		M-57 OVER BUTTERNUT CREEK	CULVERT REPLACEMENT	0.000			CON		
MONTCALM	US-131		US-131 NB OVER TAMARACK CREEK	SUPERSTRUCTURE REPLACEMENT	0.687	CON				
MONTCALM	US-131 (US-131 SB)		US-131 SB & M-46 SB OVER TAMARACK CREEK	OVERLAY - DEEP	0.000	CON				
MUSKEGON	US-31 (US-31)		SHESSLER ROAD OVER US-31	OVERLAY - SHALLOW	0.000		CON			
MUSKEGON	US-31 BR (Seaway Drive)		US-31 BUSINESS ROUTE EB OVER BLACK CREEK	OVERLAY - DEEP	0.000			CON		
MUSKEGON	US-31 BR (Seaway Drive)		US-31 BUSINESS ROUTE WB OVER BLACK CREEK	OVERLAY - DEEP	0.000			CON		
MUSKEGON	US-31 BR (Seaway Drive)		BROADWAY AVENUE OVER I-96 BS	OVERLAY - SHALLOW	0.209			CON		
MUSKEGON	US-31 NB		US-31 NB OVER MID MICHIGAN RAILROAD	SUBSTRUCTURE REPAIR	0.000	CON				
MUSKEGON	US-31 SB (US-31 SB)		US-31 SB OVER MID MICHIGAN RAILROAD	OVERLAY - DEEP	0.000	CON				
OCEANA	US-31 (US-31 NB and SB)		WEBSTER ROAD OVER US-31	MISCELLANEOUS REHABILITATION	0.000	CON				
OCEANA	US-31		WINSTON ROAD OVER US-31	DECK REPLACEMENT	0.000		CON			
OTTAWA	I-96 (I-96 WB)		I-96 WB OVER M-104	OVERLAY - DEEP	0.000		CON			
OTTAWA	I-96		APPLE DRIVE OVER I-96	OVERLAY - DEEP	0.000		CON			
OTTAWA	I-96		I-96 EB OVER M-104	OVERLAY - DEEP	0.000		CON			
OTTAWA	M-121 (Chicago Drive)		M-121 OVER RUSH CREEK	OVERLAY - DEEP	0.000	CON				
OTTAWA	US-31		TAFT ROAD OVER US-31	OVERLAY - SHALLOW	0.000				CON	
					1.617					

Capacity Improvement

US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
OTTAWA	US-31		LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	2.787					CON
OTTAWA	US-31		LAKEWOOD BLVD NORTH TO QUINCY ST	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
					2.787					

NEW ROADS

US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
OTTAWA	M-231 (US-31 Bypass)		M-45 NORTH TO I-96/M-104	NEW ROUTES						
OTTAWA	M-231		M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES	4.198		CON	CON	CON	CON
OTTAWA	M-231		M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES		PE	PE			
OTTAWA	M-231		M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES		UTL	UTL	UTL	UTL	UTL
OTTAWA	M-231		OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON			
OTTAWA	M-231		OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328	CON	CON	CON	CON	
OTTAWA	M-231		S OF CYPRESS ST NORTH TO M-104	NEW ROUTES	2.011	CON	CON	CON	CON	
OTTAWA	M-231		S OF CYPRESS ST NORTH TO M-104	NEW ROUTES		PE				
OTTAWA	M-231		S OF CYPRESS ST NORTH TO M-104	NEW ROUTES		UTL	UTL	UTL	UTL	
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL	1.393		CON	CON	CON	CON
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL		PE				
OTTAWA	I-96		OVER ABANDONED GTW RAILROAD	BRIDGE REMOVAL		UTL	UTL	UTL		
OTTAWA	M-231		OVER LEONARD STREET	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON		
OTTAWA	I-96		OVER M-231 RAMP	NEW STRC-EXTG RTE	1.409		CON	CON	CON	CON
OTTAWA	I-96		UNDER 112TH AVE	REPLACE BRIDGE, ADD LANES	0.525	CON	CON	CON		
OTTAWA	I-96		UNDER 112TH AVE	REPLACE BRIDGE, ADD LANES		UTL				
OTTAWA	M-231		OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON		
OTTAWA	M-231		OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON		
OTTAWA	M-231		OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0.000		CON	CON		
OTTAWA	M-231		OVER NORTH CEDAR DRIVE	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	
OTTAWA	M-231		OVER LITTLE ROBINSON CREEK	NEW STRUCTURE ON NEW ROUTE	0.000	CON	CON	CON	CON	
OTTAWA	M-231		SLEEPER ST NORTH TO THE GRAND RIVER	NEW ROUTES	1.103	CON				
OTTAWA	M-231		THE GRAND RIVER NORTH TO CYPRESS ST	NEW ROUTES		EPE	EPE			
OTTAWA	M-104 (Cleveland Street)		M-104: JAVA BLVD TO I-96; M-231: GRAND RVR TO I-96	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	2.850	CON	CON	CON	CON	
OTTAWA	M-231		M-45 NORTH TO SLEEPER STREET	NEW ROUTES	3.510	CON	CON			
					18.327					

2012-2016 ROAD AND BRIDGE PROJECT LISTS

METRO REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
MACOMB	I-696		I-696 AND M-3 (GRATIOT)	RESTORATION AND REHABILITATION	0.035				CON	
MACOMB	I-94		M-29 TO NORTH MACOMB COUNTY LINE	RESURFACE	6.179	CON				
MACOMB	I-94		11 MILE ROAD TO MASONIC	RESURFACE	4.971	CON				
MACOMB	I-94		STEPHENS TO 11 MILE	RECONSTRUCTION	1.641					CON
MACOMB	M-3 (Gratiot Ave)		11 MILE ROAD TO 14 MILE ROAD	RESURFACE	3.453			CON		
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436		CON			
MACOMB	M-53 (Van Dyke Road)		15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244				CON	
MACOMB	M-53		HELEN STREET TO RED RUN DRAIN	RESTORATION AND REHABILITATION	2.846			CON		
MACOMB	M-97 (Grosbeck Highway)		HAYES TO 14 MILE ROAD	RESURFACE	3.433	CON				
OAKLAND	M-150 (Rochester Road)		2ND STREET TO THE PAINT CREEK BRIDGE	RECONSTRUCTION	0.465	CON				
OAKLAND	M-24		HARMON ROAD TO GOLDENGATE	RESURFACE	4.989				CON	
OAKLAND	M-59 (Highland Road)		ELIZABETH LAKE ROAD TO US-24	RECONSTRUCTION	1.449					CON
OAKLAND	M-59		OAKLAND WEST CTY LINE TO MILFORD	RESURFACE	3.183					CON
OAKLAND	US-24 (Dixie Highway)		TELEGRAPH TO I-75	RESURFACE	8.602	CON				
ST. CLAIR	E I 69		WALES CENTER TO M-19 (EB ONLY)	RECONSTRUCTION	4.507					CON
ST. CLAIR	I-69		AT I-94 INTERCHANGE	RECONSTRUCTION	3.707		CON			
ST. CLAIR	I-69		TAYLOR RD. TO WALES CENTER-EB ONLY	RECONSTRUCTION	6.067				CON	
ST. CLAIR	M-29		GREEN STREET / MAIN STREET TO PALMS	RECONSTRUCTION	5.406			CON		
ST. CLAIR	M-29		ST. CLAIR COUNTY	MISCELLANEOUS	4.151	CON				
WAYNE	I-275		AND I-96 FROM M-153 TO 5 MILE ROAD	RESURFACE	5.308					CON
WAYNE	I-75		RAMPS DIX TOLEDO INTERCHANGE	RECONSTRUCTION	1.451	CON				
WAYNE	I-96		MELVIN TO US-24	RECONSTRUCTION	2.842		CON			
WAYNE	I-96 (Jeffries)		NEWBURGH ROAD TO MIDDLEBELT ROAD	RECONSTRUCTION	4.129			CON		
WAYNE	M-1 (Woodward Avenue)		CHANDLER TO SIBLEY	RECONSTRUCTION	2.870		CON			
WAYNE	M-102		M-5 TO ROUGE RIVER	RESURFACE	2.193	CON				
WAYNE	M-102 (Eight Mile Road)		ROUGE RIVER TO M-39	RESURFACE	3.000			CON		
WAYNE	OLD-14		NEWBURGH TO MARKET STREET	RECONSTRUCTION	0.393				CON	
WAYNE	W JEFFERSON AVE		EB JEFFERSON ON RAMP TO SB M-10	RECONSTRUCTION	0.000	CON				
					94.950					

Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	M-85		M-85 OVER ROUGE RIVER	BRIDGE REMOVAL	0.001		CON			
WAYNE	M-85		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.001		CON			
					0.001					

2012-2016 ROAD AND BRIDGE PROGRAM

METRO REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.010		CON			
OAKLAND	US-24		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	BRIDGE REPLACEMENT	0.485		CON			
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	BRIDGE REPLACEMENT	0.485		CON			
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-94	BRIDGE REPLACEMENT	0.485		CON			
ST. CLAIR	I-69		RAMP D I-94 EB TO M-21 OVER I-69 EB	BRIDGE REPLACEMENT	0.485		CON			
ST. CLAIR	I-69		RAMP D OVER I-69 EB	NEW STRUCTURE ON NEW ROUTE	0.485		CON			
ST. CLAIR	I-69		RAMP D OVER I-69 WB	NEW STRUCTURE ON NEW ROUTE	0.485		CON			
ST. CLAIR	I-94		I-69 EB OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-69 WB OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	I-275 (I-275)		I-275 NB OVER LOWER ROUGE R/BIKE PATH	SUPERSTRUCTURE REPLACEMENT	1.570	CON				
WAYNE	I-275 (I-275)		HANNAN ROAD OVER I-275	OVERLAY - DEEP	1.570	CON				
WAYNE	I-275 (I-275)		I-275 SB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.570	CON				
WAYNE	I-275 (I-275)		I-275 NB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.570	CON				
WAYNE	I-275 (I-275)		I-275 NB OVER CSX RR	DECK REPLACEMENT	1.570	CON				
WAYNE	I-275 (I-275)		I-275 SB OVER CSX RR	DECK REPLACEMENT	1.570	CON				
WAYNE	I-275 (I-275)		WARREN ROAD OVER I-275	DECK REPLACEMENT	1.570	CON				
WAYNE	I-275 (I-275)		PLYMOUTH ROAD OVER I-275	DECK REPLACEMENT	1.570	CON				
WAYNE	I-275 (I-275)		I-275 NB OVER KOPPERNICK ROAD	SUPERSTRUCTURE REPAIR	1.570	CON				
WAYNE	I-275		I-275 SB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	3.461	CON				
WAYNE	I-275		I-275 SB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	3.461	CON				
WAYNE	I-275		I-275 NB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	3.461	CON				
WAYNE	I-275		TYLER ROAD OVER I-275	OVERLAY - DEEP	3.461	CON				
WAYNE	I-275		I-275 SB OVER M-153 (FORD ROAD)	MISCELLANEOUS REHABILITATION	3.461	CON				
WAYNE	I-275		I-275 NB OVER M-153 (FORD ROAD)	MISCELLANEOUS REHABILITATION	3.461	CON				
WAYNE	I-275		ANN ARBOR TRAIL OVER I-275	OVERLAY - DEEP	3.461	CON				
WAYNE	I-275		I-275 SB OVER EAST HINES DRIVE	OVERLAY - DEEP	0.007	CON				
WAYNE	I-275		I-275 NB OVER EAST HINES DRIVE	OVERLAY - DEEP	0.007	CON				
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	0.398	CON				
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	0.398	CON				
WAYNE	I-275		ECORSE ROAD OVER I-275	OVERLAY - DEEP	0.398	CON				
WAYNE	I-275		I-275 NB OVER NORFOLK SOUTHERN	OVERLAY - DEEP	0.270	CON				
WAYNE	I-75		I-75 NB CONNECTOR OVER I-75	BRIDGE REMOVAL	0.326	CON				
WAYNE	I-75		US-25 (DIX-TOLEDO) OVER I-75	BRIDGE REPLACEMENT	0.326	CON				
WAYNE	I-75		I-75 CONNECTOR SB OVER I-75	BRIDGE REMOVAL	0.149	CON				
WAYNE	I-94		TRENTON AVENUE WALKOVER OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.566	CON				
WAYNE	I-94		TARNOW AVENUE WALKOVER OVER I-94	SUPERSTRUCTURE REPAIR	0.566	CON				
WAYNE	I-94		WEIR ROAD OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		CENTRAL AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		CECIL AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		MARTIN AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		JUNCTION STREET OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-94		WARREN AVENUE OVER I-94	SUPERSTRUCTURE REPAIR	0.617	CON				
WAYNE	I-96		RACE TRACK ENTRANCE OVER I-96	DECK REPLACEMENT	0.048		CON			
WAYNE	I-96		INKSTER ROAD OVER I-96	BRIDGE REPLACEMENT	0.048		CON			
WAYNE	I-96		MIDDLEBELT ROAD OVER I-96	OVERLAY - SHALLOW	0.068		CON			
WAYNE	I-96		BREAKFAST U-TURN OVER I-96	OVERLAY - SHALLOW	0.068		CON			
WAYNE	I-96		GARFIELD STREET U-TURN OVER I-96	OVERLAY - SHALLOW	0.068		CON			
WAYNE	I-96		SB SERVICE ROAD OVER I-96	DECK REPLACEMENT	0.132		CON			
WAYNE	I-96		BERWYN STREET OVER I-96	DECK REPLACEMENT	0.132		CON			
WAYNE	I-96		LEFT TURN WEST OF MIDDLEBELT OVER I-96	DECK REPLACEMENT	0.132		CON			
WAYNE	I-96		LEFT TURN WEST OF INKSTER OVER I-96	WIDEN-MAINT LANES	0.132		CON			
WAYNE	I-96		LFT TRN E INKSTER OVER I-96	WIDEN-MAINT LANES	0.132		CON			
WAYNE	I-96		FENTON STREET OVER I-96	SUPERSTRUCTURE REPLACEMENT	0.065	CON				
WAYNE	I-96		LEFT TURN EAST OF MIDDLEBELT OVER I-96	BRIDGE REPLACEMENT	0.065	CON				
WAYNE	I-96		YALE AVENUE OVER I-96	SUPERSTRUCTURE REPLACEMENT	1.254			CON		
WAYNE	I-96		STARK ROAD OVER I-96	SUPERSTRUCTURE REPLACEMENT	1.254			CON		
WAYNE	I-96		BROOKFIELD AVENUE OVER I-96	OVERLAY - DEEP	1.254			CON		
WAYNE	I-96		BERWICK ROAD LEFT TURN OVER I-96	OVERLAY - DEEP	1.254			CON		
WAYNE	I-96		WARNER COURT OVER I-96	DECK REPLACEMENT	1.254			CON		
WAYNE	I-96		WAYNE ROAD OVER I-96	DECK REPLACEMENT	1.254			CON		
WAYNE	I-96		NEWBURGH ROAD OVER I-96	DECK REPLACEMENT	0.755			CON		
WAYNE	I-96		FARMINGTON ROAD OVER I-96	OVERLAY - DEEP	0.755			CON		
WAYNE	I-96		MERRIMAN ROAD OVER I-96	DECK REPLACEMENT	0.755			CON		
WAYNE	I-96		MERRIMAN ROAD LEFT TURN OVER I-96	DECK REPLACEMENT	0.755			CON		
WAYNE	I-96		MERRIMAN ROAD LEFT TURN OVER I-96	DECK REPLACEMENT	0.755			CON		

2012-2016 ROAD AND BRIDGE PROJECT LISTS

METRO REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	I-96		LEFT TURN WEST OF LEVAN OVER I-96	DECK REPLACEMENT	0.755			CON		
WAYNE	I-96		LEFT TURN EAST OF LEVAN OVER I-96	DECK REPLACEMENT	0.755			CON		
WAYNE	I-96		NEWBURGH DOUBLE U-TURN OVER I-96	OVERLAY - DEEP	0.755			CON		
WAYNE	M-102		M-102 OVER PLUM CREEK	BRIDGE REPLACEMENT	0.369			CON		
WAYNE	M-39		SAWYER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON
WAYNE	M-39		CATHEDRAL AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON
WAYNE	M-39		GLENDALE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON
WAYNE	M-39		CSX RAILROAD OVER M-39	PAINTING COMPLETE	1.542					CON
WAYNE	M-39		TOURNIER AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON
WAYNE	M-39		VASSAR AVENUE WALKOVER OVER M-39	BRIDGE REPLACEMENT	1.542					CON
WAYNE	M-85		M-85 OVER CONRAIL (ABANDONED)	BRIDGE REPLACEMENT	0.070			CON		
WAYNE	OLD-14		OLD M-14 OVER MIDDLE ROUGE RIVER	BRIDGE REPLACEMENT	0.139				CON	
WAYNE	OLD-14		HINES DRIVE OVER OLD M-14 (ANN ARBOR ROAD)	BRIDGE REPLACEMENT	0.139				CON	
WAYNE	US-24		FRISBEE STREET WALKOVER OVER US-24	BRIDGE REPLACEMENT	0.201					CON
					12.641					

Capacity Improvement

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	M-153 EB/I-275 NB RAMP		FROM CHERRY HILL ROAD TO WARREN ROAD & FORD ROAD	BLANKET PE (SCOPING AND/OR DESIGN)		EPE	EPE			

AMBASSADOR BRIDGE GATEWAY PROJECT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	AB RAMP FORM TP OVER I75 & I96		I-75 AT AMBASSADOR BRIDGE	INTERCHANGE REDESIGN & UPGRADING	0.000	CON				

BLUE WATER BRIDGE PLAZA AND THE I-94 / I-69 AT THE BLACK RIVER BRIDGE CORRIDOR,

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ST. CLAIR	I-94		APPROACH TO BLACK RIVER BRIDGE	BRIDGE REPLACEMENT	0.414	CON	CON			
ST. CLAIR	I-94 / I-69 FREEWAY		PORT HURON, ST. CLAIR COUNTY	RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI	2.936	CON				
ST. CLAIR	I-94/I-69		AT WATER STREET	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	I-94/I-69		I-94/I-69	WETLAND MITIGATION	0.000	CON				
ST. CLAIR	M-25/PINE GROVE AVENUE (Pine G		M-25/PINE GROVE AVENUE	RELOCATION OF EXISTING ROUTE	2.270			CON	CON	
ST. CLAIR	M-25/PINE GROVE AVENUE (Pine G		M-25/PINE GROVE AVENUE	RELOCATION OF EXISTING ROUTE		ROW	ROW			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		ROW				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS				UTL	UTL	
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		E.C. WILLIAMS HISTORIC HOUSE	GENERAL MISCELLANEOUS	0.000		CON	CON		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS	0.000			CON	CON	
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		PE				
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	GENERAL MISCELLANEOUS		ROW	ROW			
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI				EPE		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI				EPE		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI				EPE		
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI	0.000				CON	CON
ST. CLAIR	BLUE WATER BRIDGE PLAZA (Blue		BLUE WATER BRIDGE PLAZA	BLDG EXPN-RST, WEL, WEI				PE	PE	
ST. CLAIR	I-94		I-94/I-69 OVER THE BLACK RIVER	BRIDGE REPLACEMENT	0.000	CON				

DETROIT INTERMODAL FREIGHT TERMINAL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	COUNTYWIDE		LIVERNIS JUNCTION YARD	GENERAL MISCELLANEOUS		EPE	EPE			

I-75, FROM M-102 (EIGHT MILE ROAD) NORTHERLY TO M-59

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
OAKLAND	I-75 NB		FROM NORTH OF I-696 TO NORTH OF GARDENIA	CONCRETE RECONSTRUCTION			PE	PE		
OAKLAND	I-75		NB & SB FROM 8 MILE ROAD (M-102) NORTHERLY TO M-59	RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI		EPE				
State Wide	I-75		IN METRO REGION	GENERAL MISCELLANEOUS		EPE				

I-94, I-96 TO CONNER IN DETROIT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	I-94		VANDYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT	0.283			CON	CON	CON
WAYNE	I-94		VANDYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT		ROW	ROW	ROW		
WAYNE	I-94		VANDYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT		UTL	UTL	UTL		

2012-2016 ROAD AND BRIDGE PROGRAM

METRO REGION

Capacity Improvement

I-94, I-96 TO CONNER IN DETROIT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	I-94		M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.001	CON	CON			
WAYNE	I-94		M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE				
WAYNE	I-94		CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.339					CON
WAYNE	I-94		CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94 (Edsel Ford Freeway)		SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT	0.074				CON	CON
WAYNE	I-94 (Edsel Ford Freeway)		SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	
WAYNE	I-94 (Edsel Ford Freeway)		SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94 (Edsel Ford Freeway)		SECOND AVENUE OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				UTL	UTL	
WAYNE	I-94		CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.010					CON
WAYNE	I-94		CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		CADILLAC AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94		FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.189					CON
WAYNE	I-94		FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94		CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.129					CON
WAYNE	I-94		CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94		MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT	0.074				CON	CON
WAYNE	I-94		MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				ROW	ROW	
WAYNE	I-94		MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT		PE	PE	PE	PE	
WAYNE	I-94		MOUNT ELLIOT STREET OVER I-94, WAYNE CO.	BRIDGE REPLACEMENT				UTL	UTL	
WAYNE	I-94		CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.130					CON
WAYNE	I-94		CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94		BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.138					CON
WAYNE	I-94		BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					ROW	ROW
WAYNE	I-94		BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE	PE	PE
WAYNE	I-94		BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT					UTL	UTL
WAYNE	I-94 (Edsel Ford Freeway)		EB AND WB BETWEEN I-75 AND CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M					ROW	ROW
WAYNE	I-94 (Edsel Ford Freeway)		EB AND WB BETWEEN I-75 AND CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M					PE	PE
WAYNE	I-94 (Edsel Ford Freeway (I-94 WB))		EB AND WB BETWEEN ST. AUBIN AND FRONTENAC STREETS	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M					ROW	ROW
WAYNE	I-94 (Edsel Ford Freeway (I-94 WB))		EB AND WB BETWEEN ST. AUBIN AND FRONTENAC STREETS	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M					PE	PE
WAYNE	I-94 (Edsel Ford Freeway (I-94 WB))		AT FRONTENAC, BURNS, CONNER AND BARRET STREETS	WIDEN - ADD LANES						ROW

I-94, I-96 TO CONNER IN DETROIT

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
WAYNE	I-94 (Edsel Ford Freeway (I-94 WB))		AT FRONTENAC, BURNS, CONNER AND BARRET STREETS	WIDEN - ADD LANES						PE

M-59, CROOKS TO RYAN

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
OAKLAND	M-59 (Dequindre/M-59 WB Ramp)		AT DEQUINDRE ROAD AND M-150 INTERCHANGES.	SOUND BARRIER TYPE I (REQUIRED) - NEW R	0.000	CON				
					6.987					

2012-2016 ROAD AND BRIDGE PROJECT LISTS

NORTH REGION



Repair and Rebuild Roads

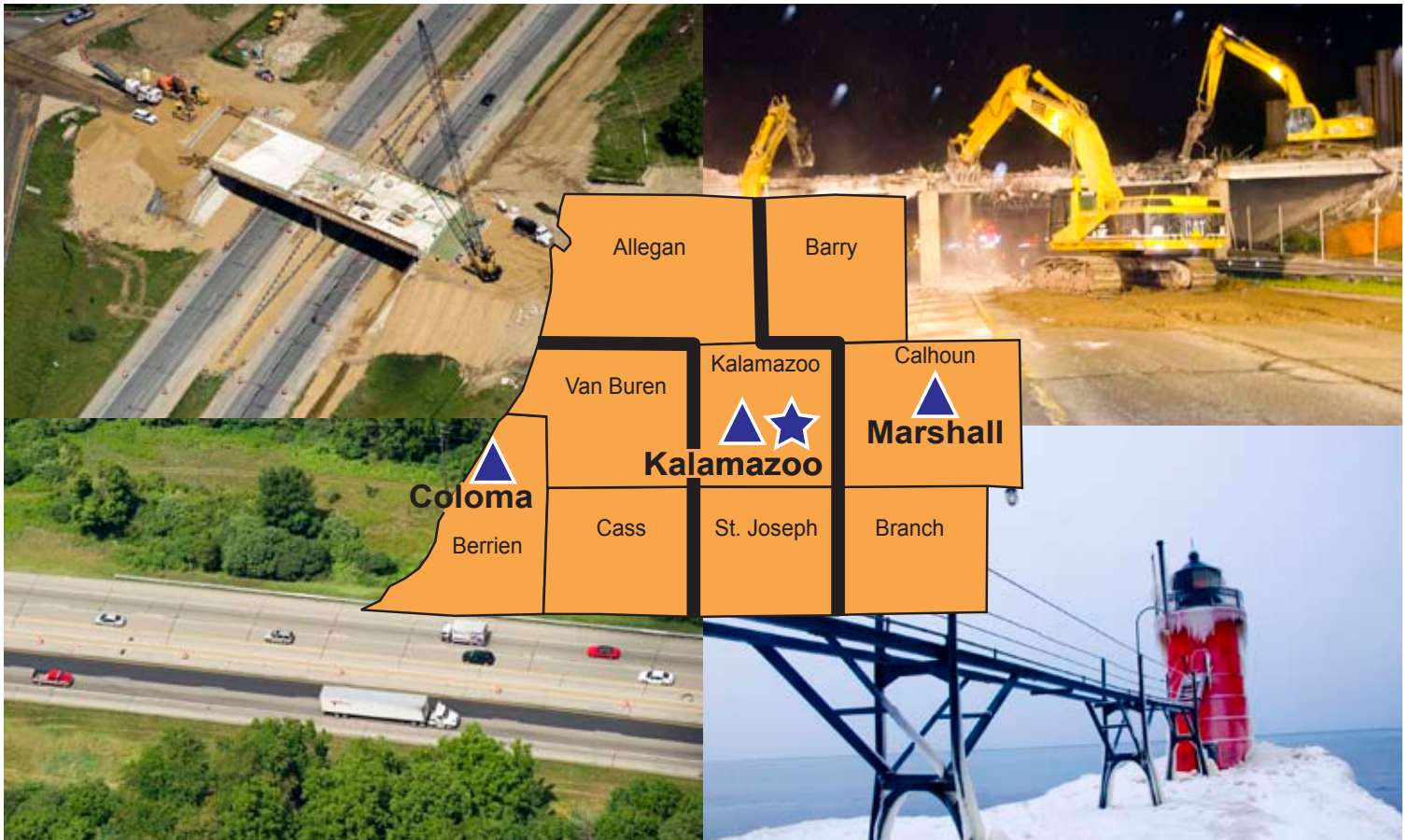
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ANTRIM	M-88		BELLAIRE TO CENTRAL LAKE	RESTORATION AND REHABILITATION	5.540		CON			
ANTRIM	US-131		NORTH JUNCTION OF M-32 TO SOUTH OF BOYNE FALLS	RECONSTRUCTION	6.399					CON
BENZIE	M-115		M-115 FROM US-31 WEST APPROX. 2.4 MILES	RECONSTRUCTION	2.381					CON
BENZIE	US-31		FROM BEULAH BRIDGE TO M-115	RESURFACE	0.607	CON				
CHEBOYGAN	I-75		AT THE TOPINABEE REST AREA #407	ROADSIDE FACILITIES - IMPROVE	0.272				CON	
CHEBOYGAN	M-68 (M-68)		EAST OF KING ROAD TO WEST OF OLD 27	RECONSTRUCTION	2.050	CON				
EMMET	US-31 (Charlevoix Avenue)		TOWNSEND TO US-131	RESTORATION AND REHABILITATION	3.366				CON	
EMMET	US-31		US-31 AND M-119 IN PETOSKEY	TRAFFIC OPERATIONS OR SAFETY WORK	0.629		CON			
EMMET	US-31		US-31 @ MANVEL RD	MINOR WIDENING	0.287		CON			
GRAND TRAVERSE	M-113		N. OF M-186 SOUTH TO US-131	RESTORATION AND REHABILITATION	5.088			CON		
GRAND TRAVERSE	US-31		AT TOBECO CREEK	RECONSTRUCTION	0.114	CON				
GRAND TRAVERSE	US-31		3 MILE ROAD TO HOLIDAY HILLS ROAD	RESTORATION AND REHABILITATION	1.482				CON	
IOSCO	M65		TURTLE RD TO 1200' NORTH OF SHERMAN STREET	RESTORATION AND REHABILITATION	5.974		CON			
IOSCO	US-23 (US-23)		AUSABLE RIVER BRIDGE TO F-41	RECONSTRUCTION	1.850	CON				
IOSCO	US-23		CRESENT DR. TO AU SABLE RIVER BRIDGE	RESTORATION AND REHABILITATION	4.700			CON		
IOSCO	US-23 (US-23)		SOUTH OF ASTER ROAD TO NORTH OF POINT ROAD	RESTORATION AND REHABILITATION	2.001					CON
IOSCO	US-23 (Huron Road)		AUELICH ROAD TO KIRKLAND DRIVE	RESTORATION AND REHABILITATION	3.830				CON	
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043			CON		
LEELANAU	M-22		FROM M-204 NORTH APPROX. .82 MILES	RESTORATION AND REHABILITATION	0.816		CON			
MANISTEE	US-31 (S US 31)		US-31 AT MEMORIAL DRIVE	TRAFFIC OPERATIONS OR SAFETY WORK	0.189	CON				
MISSAUKEE	M-66/55		JENNINGS ROAD TO 1ST STREET	RECONSTRUCTION	0.968					CON
MONTMORENCY	I-75 NB		AT VANDERBILT REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000					CON
OGEMAW	I-75 BL		I-75 TO WOODLAND DR	RESTORATION AND REHABILITATION	2.080	CON				
OGEMAW	M-55		HUSTED TO GRAY RD	RESTORATION AND REHABILITATION	1.137	CON				
OSCEOLA	US-131 NB (US-131 NB)		SOUTH COUNTY LINE TO NORTH OF US-10	RESURFACE	5.597				CON	
OSCEOLA	US-131 SB		SOUTH COUNTY LINE TO NORTH OF US-10	RESTORATION AND REHABILITATION	5.630			CON		
ROSCOMMON	I-75		FROM OGEMAW CL TO MAPLE VALLEY ROAD	RESTORATION AND REHABILITATION	12.572	CON				
ROSCOMMON	US-127 (US-127)		MUSKEGON RIVER NORTH	RESTORATION AND REHABILITATION	3.748			CON		
ROSCOMMON	US-127		M-55 TO MUSKEGON RIVER BRIDGE	RESTORATION AND REHABILITATION	10.751					CON
ROSCOMMON	US-127 NB		AT HOUGHTON LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.335					CON
ROSCOMMON	US-127 SB		AT THE HIGGINS LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.514					CON
WEXFORD	M-115		45 ROAD TO WEST OF 48 1/2 ROAD	RECONSTRUCTION	1.491	CON				
WEXFORD	M-37 (M-37)		M-115 TO 4 ROAD	RESURFACE	6.437		CON			
WEXFORD	OLD 131		N OF BOON RD TO S OF S US-131 S CROSSING	RECONSTRUCTION	2.870					CON
					106.748					

NORTH REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ALPENA	M-65		M-65 OVER NORTH BRANCH THUNDER BAY RIVER	BRIDGE REPLACEMENT	0.493		CON			
BENZIE	M-22		M-22 OVER PLATTE RIVER	BRIDGE REPLACEMENT	0.069			CON		
EMMET	M-68		M-68 OVER CROOKED RIVER	DECK REPLACEMENT	0.263	CON				
					0.825					

SOUTHWEST REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ALLEGAN	I-196		SB ONLY 130TH AVENUE NORTH TO US-31	RESTORATION AND REHABILITATION	7.375			CON		
ALLEGAN	I-196 NB		AT THE SAUGATUCK REST AREA #727	ROADSIDE FACILITIES - IMPROVE	0.589		CON			
ALLEGAN	I-196 NB		US-31 SPLIT NORTH TO THE NORTH ALLEGAN COUNTY	RESURFACE	6.620		CON			
ALLEGAN	M-89		WEST OF US-131 TO EAST OF 8TH ST. IN PLAINWELL	RECONSTRUCTION	3.680	CON				
ALLEGAN	US-131 NB		AT THE NEW MARTIN TOWNSHIP REST AREA	ROADSIDE FACILITIES - PRESERVE	0.787	CON				
ALLEGAN	US-31		I-196 NORTH TO NORTH OF WASHINGTON AVENUE	RECONSTRUCTION	3.264					CON
BARRY	M-37 (Broadway Street)		HANOVER STREET TO M-43 (STATE STREET)	RESURFACE	3.226	CON				
BARRY	M-43 (South Broadway Street)		M-37/M-43 (STATE STREET) TO NORTH STREET	RESTORATION AND REHABILITATION	1.334	CON				
BERRIEN	I-94 EB		WATERLIET TOWNSHIP	ROADSIDE FACILITIES - IMPROVE	0.000			CON		
BERRIEN	I-94		SAWYER (EXIT 12) TO RED ARROW HWY (EXIT 16)	RESURFACE	4.100	CON				
BERRIEN	I-94 WB		RED ARROW HIGHWAY (EXIT 16) TO LIVINGSTON ROAD	RESURFACE	3.000					CON
BERRIEN	M-51 (M-51)		ALONG DOWAGIAC RIVER SOUTH OF PUCKER ST.	MISCELLANEOUS	0.241	CON				
BERRIEN	US-12		RED ARROW HIGHWAY TO THE GALIEN RIVER	RESTORATION AND REHABILITATION	1.639	CON				
CALHOUN	I-94		AT THE BATTLE CREEK REST AREA #703	ROADSIDE FACILITIES - PRESERVE	0.461			CON		
CALHOUN	I-94		M-311 (11 MILE ROAD) INTERCHANGE (EXIT 104)	RESTORATION AND REHABILITATION	0.912	CON				
CALHOUN	I-94		17 1/2 TO 21 1/2 MILE ROAD	RESURFACE	4.445				CON	
CALHOUN	I-94		I-94 EB OVER RICE CREEK	DECK REPLACEMENT, WIDEN, ADD LANES	4.445				CON	
CALHOUN	I-94		I-94 WB OVER RICE CREEK	DECK REPLACEMENT, WIDEN, ADD LANES	4.445				CON	
CALHOUN	I-94 BL (E Michigan Ave)		29 MILE ROAD/CLARK STREET TO I-94	RESURFACE	1.964			CON		
CALHOUN	I-94 BL (Columbia Ave W)		I-94 TO COLUMBIA AVENUE	RESURFACE	1.599			CON		
CALHOUN	I-BL-94		COLUMBIA AVE TO DICKMAN RD & AT SKYLINE DR	RESURFACE	3.127					CON
CALHOUN	M-60 (Leigh St)		WITHIN THE VILLAGE OF HOMER	RESURFACE	0.845		CON			
CALHOUN	M-66		GLEN CROSS ROAD TO I-94	RESURFACE	1.153					CON
KALAMAZOO	I-94 BL		11TH STREET TO SENECA LANE, KALAMAZOO	RECONSTRUCTION	0.695			CON		
KALAMAZOO	I-BL-94 (Stadium Dr)		SENNECA TO RAMBLING ROAD	RECONSTRUCTION	0.609					CON
ST. JOSEPH	M-60		IN THE VILLAGE OF MENDON	RECONSTRUCTION	1.086				CON	
VAN BUREN	I-94		BERRIEN COUNTY LINE TO 0.8 MILES EAST OF CR 681	RECONSTRUCTION	2.000			CON		
VAN BUREN	M-140		CITY OF WATERLIET TO CR 378	RESURFACE	7.218				CON	
					61.969					

2012-2016 ROAD AND BRIDGE PROGRAM

SOUTHWEST REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ALLEGAN	I-196		I-196 BL (NORTH SHORE DRIVE) OVER I-196 AND US-31	OVERLAY - DEEP	0.320			CON		
ALLEGAN	I-196		OLD US-31 OVER I-196 AND US-31	OVERLAY - SHALLOW	0.320			CON		
ALLEGAN	M-89		M-89 (ALLEGAN ST) OVER KALAMAZOO RIVER MILL RACE	BRIDGE REPLACEMENT	0.196	CON				
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390	CON				
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390	CON				
BARRY	M-43		M-43 OVER THORNAPPLE RIVER	OVERLAY - DEEP	0.167	CON				
BERRIEN	I-94		JOHN BEERS ROAD OVER I-94	OVERLAY - SHALLOW	0.247	CON				
BERRIEN	I-94		M-63 OVER I-94	OVERLAY - SHALLOW	0.042	CON				
BERRIEN	I-94		I-94 EB OVER HICKORY CREEK	BRIDGE REPLACEMENT	0.510		CON			
BERRIEN	I-94		I-94 WB OVER HICKORY CREEK	BRIDGE REPLACEMENT	0.510		CON			
BERRIEN	I-94		EMPIRE ROAD OVER I-94	OVERLAY - SHALLOW	2.643				CON	
BERRIEN	I-94		CARMODY ROAD OVER I-94	OVERLAY - SHALLOW	2.643				CON	
BERRIEN	I-94		COUNTY LINE ROAD OVER I-94	OVERLAY - SHALLOW	2.643				CON	
BERRIEN	I-94		HARBERT ROAD OVER I-94	OVERLAY - DEEP	0.664	CON				
BERRIEN	US-12BR (Main St)		US-12 BR (MAIN) OVER ST JOSEPH RIVER	BRIDGE REPLACEMENT	0.140			CON		
BRANCH	US-12		US-12 OVER MICHIGAN SOUTHERN RAILROAD	BRIDGE REPLACEMENT	0.189		CON			
BRANCH	US-12		US-12 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.928					CON
CALHOUN	I-194		I-194 OVER I-94 BL (DICKMAN ROAD)	SUPERSTRUCTURE REPAIR	0.121	CON				
CALHOUN	I-194		I-194 OVER FOUNTAIN STREET	OVERLAY - DEEP	0.121	CON				
CALHOUN	I-194		I-194 OVER GTW RAILROAD	OVERLAY - DEEP	0.110	CON				
CALHOUN	M-96		M-96 (COLUMBIA) OVER RAYMOND ROAD	BRIDGE REPLACEMENT	0.128		CON			
CASS	M-62		M-51 OVER DOWAGIAC RIVER	OVERLAY - DEEP	0.963	CON				
CASS	M-62		M-62 OVER DOWAGIAC CREEK	OVERLAY - DEEP	0.963	CON				
CASS	M-62		M-62 OVER DOWAGIAC CREEK	OVERLAY - DEEP	0.963	CON				
KALAMAZOO	I-94		SPRINKLE ROAD OVER I-94	BRIDGE REPLACEMENT	0.100				CON	
KALAMAZOO	I-94		CORK STREET OVER I-94	BRIDGE REPLACEMENT	0.063				CON	
KALAMAZOO	M-331		M-331 (PARK STREET) OVER AXTELL CREEK	BRIDGE REPLACEMENT	0.002	CON				
KALAMAZOO	US-131		I-94 BUSINESS LOOP (STADIUM DRIVE) OVER US-131	BRIDGE REPLACEMENT	0.040			CON		
KALAMAZOO	US-131		M-43 (MAIN STREET) OVER US-131	OVERLAY - DEEP	0.300		CON			
ST. JOSEPH	M-86		M-86 OVER PRAIRIE RIVER	BRIDGE REPLACEMENT	0.999					CON
VAN BUREN	BLUE STAR HIGHWAY		BLUE STAR HIGHWAY OVER BLACK RIVER	BRIDGE REPLACEMENT	0.001					CON
VAN BUREN	I-196		I-196 NB OVER 32 ND AVENUE (CR378)	OVERLAY - DEEP	1.313			CON		
VAN BUREN	I-196		I-196 SB OVER 32 ND AVENUE (CR378)	OVERLAY - DEEP	1.313			CON		
VAN BUREN	I-196		M-43 OVER I-196	SUBSTRUCTURE REPLACEMENT	1.313			CON		
VAN BUREN	I-196		M-140 OVER I-196	OVERLAY - SHALLOW	1.313			CON		
VAN BUREN	I-94		64 TH ST (CR687) OVER I-94	OVERLAY - SHALLOW	1.979				CON	
VAN BUREN	I-94		62 ND STREET OVER I-94	OVERLAY - SHALLOW	1.979				CON	
VAN BUREN	I-94		52 ND STREET (CR 365) OVER I-94	OVERLAY - SHALLOW	1.979				CON	
VAN BUREN	I-94		50 TH STREET OVER I-94	OVERLAY - SHALLOW	1.979				CON	
					12.555					

Capacity Improvement

I-94 IN KALAMAZOO

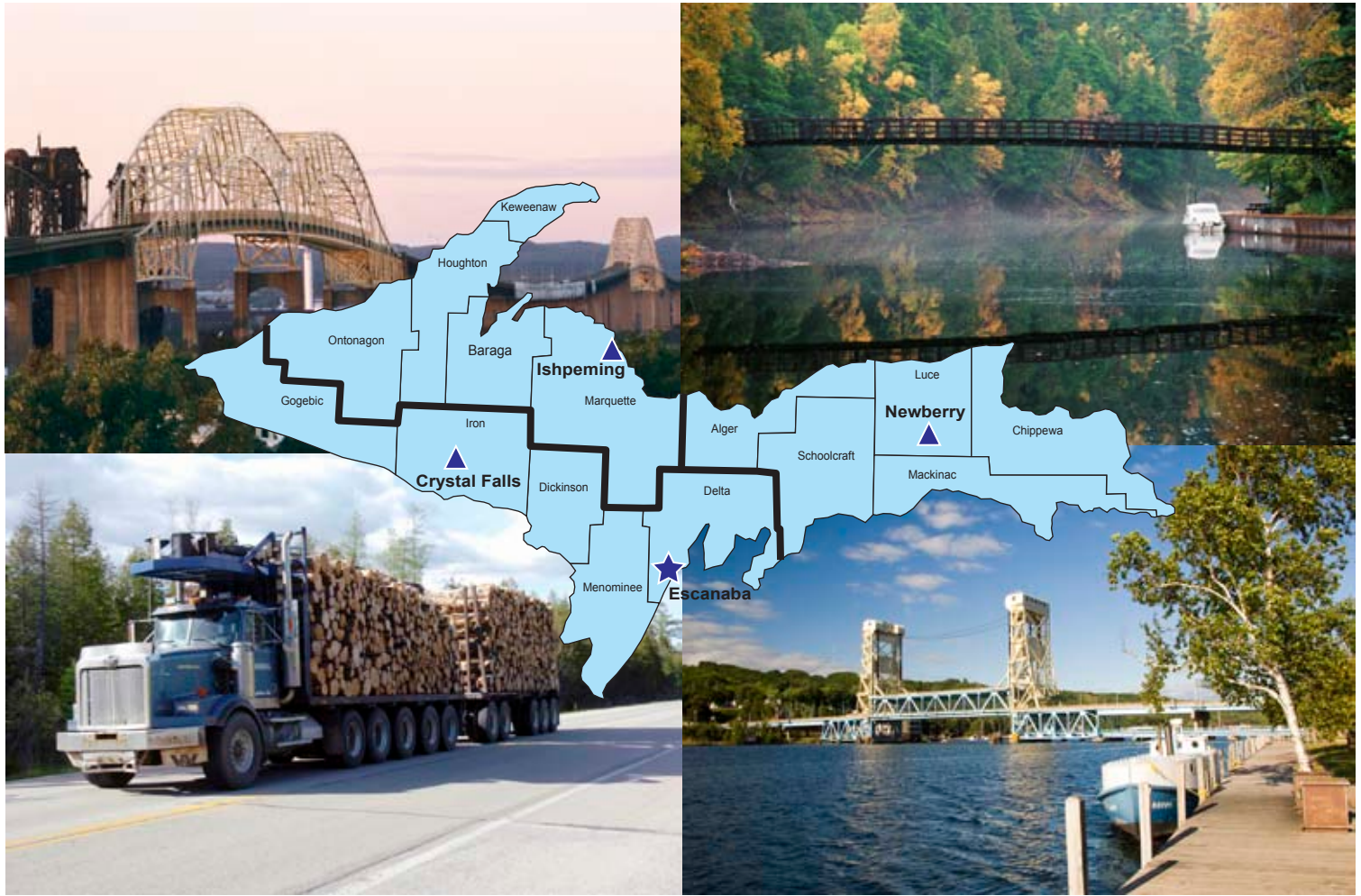
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
KALAMAZOO	I-94		EAST OF OAKLAND DRIVE TO WEST OF SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW		
KALAMAZOO	I-94		FROM EAST OF OAKLAND DRIVE TO EAST OF LOVERS LANE	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M	1.895	CON				
KALAMAZOO	KILGORE/ W I 94 RAMP		EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	ROW
KALAMAZOO	KILGORE/ W I 94 RAMP		EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
KALAMAZOO	I-94		ROAD AND BRIDGE RECONSTRUCTION	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94		ROAD AND BRIDGE RECONSTRUCTION	RECONSTRUCT AND ADD LANE(S) OVER 0.5 M		PE	PE	PE	PE	PE
					1.895					

NEW ROADS

US-131, STATE LINE TO LOCKPORT TOWNSHIP LINE

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE	10.294	CON	CON			
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		ROW				
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		PE				
ST. JOSEPH	US-131		ST. JOSEPH COUNTY	RELOCATION OF EXISTING ROUTE		UTL	UTL			
					10.294					

SUPERIOR REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
BARAGA	M-28		M-28/US-141, BARAGA COUNTY	MISCELLANEOUS	0.503		CON			
CHIPPEWA	I-75		STA 966+00 AND STA 1012+00	RESTORATION AND REHABILITATION	0.080			CON		
CHIPPEWA	I-75		STA 187+00	RESTORATION AND REHABILITATION	0.040		CON			
CHIPPEWA	I-75BS		I-75 BS FROM EASTERDAY AVE TO POWER CANAL	RECONSTRUCTION	0.253				CON	
CHIPPEWA	M-28		RACCO CONC SECTION	RESTORATION AND REHABILITATION	5.143		CON			
DELTA	US-2 (US-2)		EAST OF RAPID RIVER TO W.5 RD.	RESURFACE	3.167	CON				
DICKINSON	US-2 (US-2)		US-2 FROM DAWN'S LAKE ROAD TO BALER ROAD	RECONSTRUCTION	0.950					CON
GOGEBIC	US-2 (Cloverland)		TOURIST PARK RD TO CURRY STREET	RECONSTRUCTION	1.114			CON		
GOGEBIC	US-2 (Cloverland)		CURRY STREET TO ROOSEVELT ROAD	RECONSTRUCTION	0.956				CON	
HOUGHTON	M-26		TAMARACK	RECONSTRUCTION	0.582	CON				
HOUGHTON	M-26		LAURIUM	RECONSTRUCTION	0.850	CON				
HOUGHTON	M-26		M-26, HOUGHTON COUNTY	RESURFACE	3.130			CON		
HOUGHTON	US-41		US-41, HOUGHTON COUNTY	RESURFACE	1.415				CON	
HOUGHTON	US-41		US-41, HANCOCK	RECONSTRUCTION	0.929					CON
IRON	M-189		NORTH OF HIAWATHA ROAD TO US-2	RECONSTRUCTION	1.122		CON			
IRON	US-2		IRON RIVER	RECONSTRUCTION	0.642	CON				
IRON	US-2		US-2 FROM URBAN ST. TO CO. RD. 424	RESTORATION AND REHABILITATION	2.390				CON	
IRON	US-2 (US-2)		US-2 NASH CREEK TO GIBBS CITY RD	RECONSTRUCTION	1.023	CON				
LUCE	M-123		FROM M-28 / M-123 TO SOUTH OF TRUMAN ST..	RESTORATION AND REHABILITATION	3.479					CON
MACKINAC	I-75BL		FROM THE N SP OF MACK TRAIL TO THE N END OF I-75BL	RECONSTRUCTION	0.333				CON	
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689	CON				
MENOMINEE	M-35 (M-35)		US-41 NORTH TO 48TH AVE.	RECONSTRUCTION	0.950	CON				
MENOMINEE	M-35 (M-35)		JIMTOWN ROAD SOUTH 9.42 MILES	RESTORATION AND REHABILITATION	9.424			CON		
MENOMINEE	M-35 (m-35)		NCL OF MENOMINEE NORTH 6 MILES	RESTORATION AND REHABILITATION	6.000				CON	
SCHOOLCRAFT	M-94 (M-94)		CHIPPEWA AVE TO US-2	RESTORATION AND REHABILITATION	1.295				CON	
SCHOOLCRAFT	US-2 (US-2)		EAST OF DELTA / SCHOOLCRAFT LINE EAST TO M-149	RESTORATION AND REHABILITATION	4.100					CON
					58.559					

SUPERIOR REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
ALGER	M-28		M-28 OVER ANNA RIVER	OVERLAY - DEEP	0.063		CON			
CHIPPEWA	I-75		I-75 BUSINESS SPUR (3 MILE ROAD) OVER I-75	OVERLAY - SHALLOW	0.366			CON		
DELTA	US-2		US-2 AND US-41 SB OVER WCL RAILROAD	OVERLAY - DEEP	0.179	CON				
DELTA	US-2		US-2 AND US-41 NB OVER WCL RAILROAD	OVERLAY - DEEP	0.400	CON				
DELTA	US-2		M-35 OVER DAYS RIVER	OVERLAY - DEEP	0.400	CON				
MACKINAC	I-75		I-75 SB OVER PINE RIVER	OVERLAY - DEEP	0.391			CON		
MACKINAC	I-75		I-75 BL OVER I-75	OVERLAY - DEEP	0.190				CON	
MARQUETTE	US-41		CHAMPION STREET OVER US-41, M-28	OVERLAY - DEEP	0.012	CON				
ONTONAGON	M-64		M-64 OVER DUCK CREEK	DECK REPLACEMENT	1.125		CON			
ONTONAGON	M-64		M-64 OVER FLOODWOOD RIVER	DECK REPLACEMENT	1.125		CON			
SCHOOLCRAFT	M-149		M-149 OVER DUFOUR CREEK	CULVERT REPLACEMENT	0.532		CON			
					3.258					

UNIVERSITY REGION



Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
EATON	I-69		THORNAPPLE RIVER TO I-96	RESTORATION AND REHABILITATION	7.054				CON	
EATON	M-100		FRANKLIN ST TO RIVER ST	RESURFACE	0.468	CON				
EATON	M-50		FROM I-69 BL TO I-69	TRAFFIC OPERATIONS OR SAFETY WORK	0.912		CON			
INGHAM	M-43 (Grand River Avenue)		ORCHARD TO PARK LAKE	RESURFACE	1.452		CON			
INGHAM	M-43 (Grand River Ave)		PARK LAKE RD TO DOBIE RD	RESURFACE	2.070				CON	
JACKSON	I-94BL (Michigan Avenue)		I-94BL, BROWN TO LOUIS GLICK	RECONSTRUCTION	1.154				CON	
JACKSON	M-50 (Brooklyn Road)		RIVERSIDE TO SOUTH OF AUSTIN RD	RESURFACE	3.090		CON			
JACKSON	M-50 (M-50)		M-50, US-127 TO NAPOLEON RD	RESURFACE	5.916				CON	
JACKSON	M-60 (M-60)		COUNTY LINE TO CHAPEL ROAD	RESURFACE	8.465			CON		
JACKSON	US-127 (NB US-127)		BOARDMAN ROAD TO HENRY ROAD	RESTORATION AND REHABILITATION	5.610			CON		
LENAWEE	M-52 (S Adrian Hwy)		US-223 NORTH TO SOUTH OF M-34	RECONSTRUCTION	0.779	CON				
LIVINGSTON	I-96 (WB I-96)		I-96 & US-23 INTERCHANGE	RECONSTRUCTION	1.147			CON		
MONROE	I-75 (I-75)		I-75 FROM DIXIE HIGHWAY TO 0.58 MILES N OF HURD RD	RECONSTRUCTION	5.609					CON
MONROE	M-125 (M-125)		M-125 FROM 440' N OF JONES TO US-24	RESURFACE	5.227		CON			
MONROE	US-23 (NB US-23)		US-23 FROM STERNS TO US-223	RECONSTRUCTION	3.061	CON				
MONROE	US-24 (Telegraph Road)		US-24 FROM STEWART RD TO LASALLE RD	RESURFACE	1.381	CON				
SHIAWASSEE	M-52 (Shiawassee)		M-21, CHESTNUT TO M-52, M-52, M-21 TO ARDELEAN	RESURFACE	3.272		CON			
WASHTENAW	I-94 BL (Jackson)		I-94BL FROM WEST JUNCTION I-94 TO MAIN STREET	RESURFACE	2.622	CON				
WASHTENAW	M-52 (M-52)		M-52 FROM I-94 TO OLD US-12	RESURFACE	1.133	CON				
WASHTENAW	US-23BR (Main Street)		US-23BR FROM I-94BL TO M-14	RESURFACE	1.242				CON	
					61.664					

2012-2016 ROAD AND BRIDGE PROGRAM

UNIVERSITY REGION

Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
EATON	M-100		M-100 OVER COUNTY DRAIN	BRIDGE REPLACEMENT	0.715				CON	
EATON	M-100		M-100 OVER SHARP DRAIN	CULVERT REPLACEMENT	0.715				CON	
EATON	M-100		M-100 OVER GTW RAILROAD	BRIDGE REPLACEMENT	0.715				CON	
EATON	M-50		M-50 OVER LITTLE THORNAPPLE RIVER	BRIDGE REPLACEMENT	3.105	CON				
EATON	M-50		M-50 OVER THORNAPPLE RIVER	BRIDGE REPLACEMENT	3.105	CON				
EATON	M-50		M-50 OVER MUD CREEK	BRIDGE REPLACEMENT	3.105	CON				
EATON	M-50		M-50 OVER SHAYTOWN CREEK	CULVERT REPLACEMENT	3.105	CON				
EATON	M-50		M-50 OVER CREEK	CULVERT REPLACEMENT	3.105	CON				
INGHAM	I-496		CLEMENS STREET OVER I-496 AND CSX RAILROAD	OVERLAY - DEEP	0.558	CON				
INGHAM	I-96		I-96 EB OVER I-96 BUSINESS LOOP RAMPS	OVERLAY - DEEP	0.150				CON	
INGHAM	I-96		I-96 WB OVER I-96 BUSINESS LOOP RAMPS	OVERLAY - DEEP	0.150				CON	
INGHAM	I-96		I-96 EB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376				CON	
INGHAM	I-96		I-96 WB OVER CEDAR STREET	SUPERSTRUCTURE REPAIR	1.376				CON	
INGHAM	I-96		I-96 EB OVER M-99	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	I-96		I-96 WB OVER M-99	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	I-96		I-96 EB OVER SYCAMORE CREEK	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	I-96		I-96 WB OVER SYCAMORE CREEK	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	I-96		I-96 EB OVER CONRAIL	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	I-96		I-96 WB OVER CONRAIL	MISCELLANEOUS REHABILITATION	1.413				CON	
INGHAM	M-43		M-43 EB OVER GRAND RIVER	BRIDGE REPLACEMENT	0.131	CON				
INGHAM	US-127		BELLEVUE ROAD OVER US-127	OVERLAY - DEEP	0.426				CON	
INGHAM	US-127		BARNES ROAD OVER US-127	OVERLAY - DEEP	0.426				CON	
INGHAM	US-127		COLUMBIA ROAD OVER US-127	OVERLAY - DEEP	0.426				CON	
INGHAM	US-127		SITTS ROAD OVER US-127	OVERLAY - DEEP	0.426				CON	
INGHAM	US-127		M-36 WB (CEDAR ST) OVER US-127	OVERLAY - DEEP	0.426				CON	
INGHAM	US-127		LAKE LANSING ROAD OVER US-127	OVERLAY - DEEP	0.080		CON			
JACKSON	I-94		I-94 OVER PARMA ROAD	OVERLAY - SHALLOW	1.171				CON	
JACKSON	I-94		BLACKMAN ROAD OVER I-94	OVERLAY - DEEP	1.171				CON	
JACKSON	I-94		GIBBS ROAD OVER I-94	OVERLAY - SHALLOW	1.171				CON	
JACKSON	M-50 / US-127 BR (West Avenue)		M-50,US-127BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000	CON				
JACKSON	M-99		M-99 OVER SOUTH BRANCH OF RICE CREEK	CULVERT REPLACEMENT	2.144	CON				
LENAWEE	US-223		US-223 OVER RAISIN RIVER	BRIDGE REPLACEMENT	0.238	CON				
LIVINGSTON	I-96		US-23 NB OVER I-96 WB	BRIDGE REPLACEMENT	0.159				CON	
LIVINGSTON	I-96		I-96 EB OVER US-23 SB	DECK REPLACEMENT	0.417				CON	
LIVINGSTON	I-96		I-96 WB OVER US-23 SB	DECK REPLACEMENT	0.417				CON	
LIVINGSTON	I-96		I-96 EB OVER US-23 NB	DECK REPLACEMENT	0.417				CON	
LIVINGSTON	I-96		I-96 EB OVER OLD US-23	DECK REPLACEMENT	0.417				CON	
LIVINGSTON	I-96		I-96 WB OVER OLD US-23	DECK REPLACEMENT	0.417				CON	
MONROE	I-75		I-75 OVER SANDY CREEK	BRIDGE REPLACEMENT	0.946					CON
MONROE	I-75		I-75 OVER GTW & CR RAILROAD	DECK REPLACEMENT	0.946					CON
MONROE	I-75		I-75 OVER CN, GTW & NS RAILROADS	DECK REPLACEMENT	0.946					CON
MONROE	I-75		I-75 OVER SANDY CREEK ROAD	OVERLAY - SHALLOW	0.946					CON
MONROE	US-23		SUMMERFIELD ROAD OVER US-23	BRIDGE REPLACEMENT	0.210				CON	
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.000	CON				
MONROE	US-24		US-24 OVER STONY CREEK	SUPERSTRUCTURE REPAIR	0.140		CON			
WASHTENAW	US-23		WILLOW ROAD OVER US-23	OVERLAY - DEEP	1.216	CON				
WASHTENAW	US-23		BEMIS ROAD OVER US-23	OVERLAY - DEEP	1.216	CON				
					14.575					

Capacity Improvement

I-94, M-60 TO SARGENT ROAD-CITY OF JACKSON

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
JACKSON	I-94 (WB I-94)		I-94 AT SARGENT ROAD, JACKSON CO.	NEW INTERCHANGE-EXISTING ROUTE	3.178	CON	CON			

I-96 ACCESS IMPROVEMENTS, HOWELL

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.000	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.354	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		UTL	UTL			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	0.001	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		PE				
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE	1.399	CON	CON			
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE-EXISTING ROUTE		ROW	ROW			
LIVINGSTON	I-96		AT NIXON ROAD/CSX RAILROAD CROSSING	RR XING IMP & SFTY	0.000	CON	CON			
LIVINGSTON	NIXON ROAD (Nixon Road)		AT CSX TRANSPORTATION, INC, RAILROAD CROSSING	RR XING IMP & SFTY	0.611	CON	CON			

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2012	2013	2014	2015	2016
CLINTON	US-127		NORTH OF ST. JOHNS TO THE CLINTON COUNTY LINE	NEW ROUTES		ROW	ROW	ROW	ROW	
					6.543					

MICHIGAN DEPARTMENT
OF TRANSPORTATION

2012-2016
FIVE-YEAR
TRANSPORTATION
PROGRAM

VOLUME XIV

For approval by the
State Transportation Commission

November 17, 2011



*MDOT: Providing the highest quality integrated transportation
services for economic benefit and improved quality of life.*